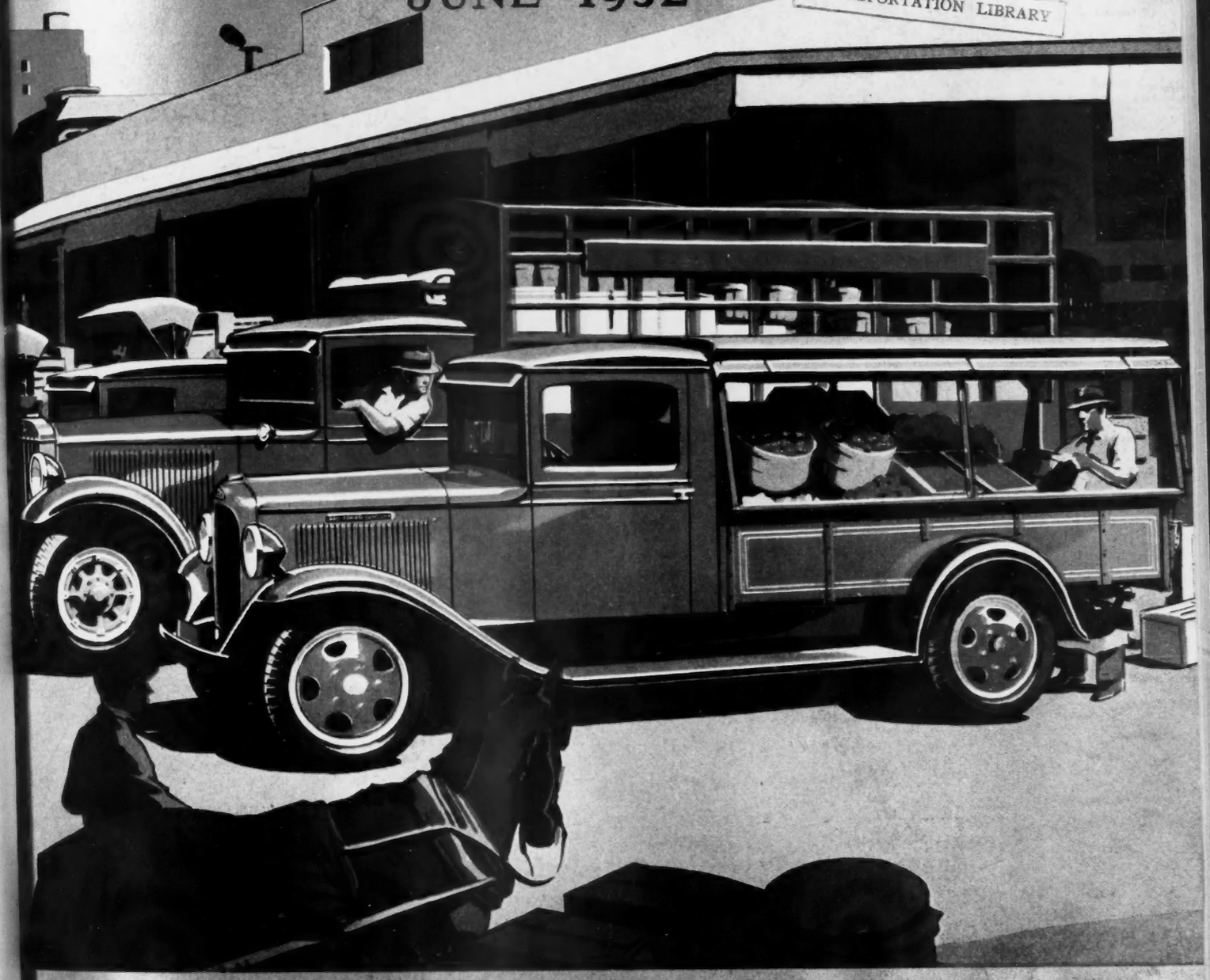
COMMERCIAL CAR JOURNAL

JUNE 1932



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COMMERCIAL CAR JOURNAL

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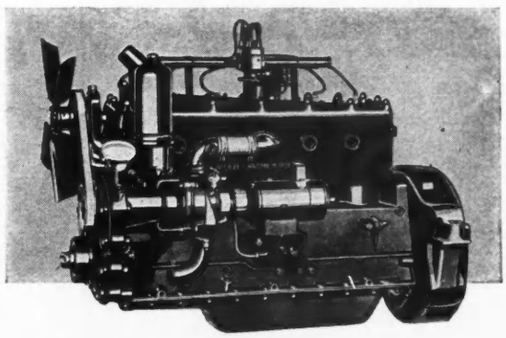
22 Brockway trucks powered with Continental motors are in the service of Frank Seeley, Contract Hauler of Norwich, New York. Two of these trucks hauling for the Victory Chain, Inc., operate all day and night every other day and average 250 to 300 miles every day in the week.

13 Continental-powered Corbitt trucks are owned by the city of Raleigh, N. C. Eight of these trucks are used in the sanitary department and are equipped with dump bodies. Five are used in the excavating and repairing division. The city of Raleigh has used Continental-powered Corbitt trucks for seventeen years.

The name "Continental" is synonymous with the word "experience." It guarantees real performance and a dependable, economical source of supply.



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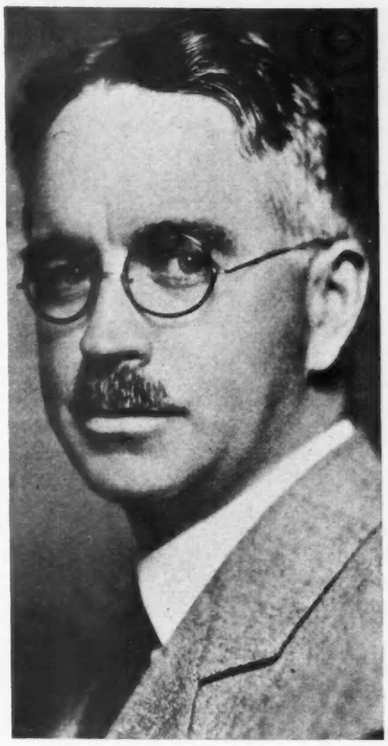
COMMERCIAL CAR JOURNAL

PHILADELPHIA PENNA.

JUNE, 1932 VOL. XLIII, No. 4

THE PRESIDENT'S PAGE

Truck Buyers of Today, Shrewd Judges of Value, Are Not to Be Fooled With Inflated Prices. Long Discounts Only Serve to Promote Prolonged Chiseling, Cause Dealers to Give Away Their Discounts and Factories to Spend their Profits.



By

J. M. Cleary

PRESIDENT
S.P.A. Truck Corporation

DEFLATION has been painful but there is one form of it which the motor truck industry may find beneficial—deflation of list prices, discounts and used truck allowances.

Every truck buyer is, of course, intent upon selling his used truck for the highest possible price. Many fleet buyers and purchasing agents foolishly congratulate themselves for their own shrewdness in proportion to the discounts from list prices which they obtain.

Many sales are made by playing on these very human frailties. It is comparatively easy to establish a list price which provides for a liberal discount to the fleet buyer or a generous trade-in allowance.

If inflation of list prices stopped at that it might be comparatively harmless to the manufacturer and dealer even though expensive to the operator.

But there are other consequences.

Of course if we have this inflation for the retail purchaser we must not be niggardly with branches, dealers or salesmen. Ample margin for selling expenses (possibly including entertainment) must be included in the list price.

It follows, then, that no one can object if the factory profits are also figured into the price on the basis of large round figures.

With all this taken care of, everybody should be happy.

But, are they?

The sad fact is (and it is only natural) that the larger the discount which the buyer receives, the more apt he is to feel that still more may be obtained by prolonged chiseling.

When a used truck is appraised on any basis other than its resale value the buyer becomes insatiable in his demands.

And the larger the dealer discount, the more he doubts that he is getting the maximum.

The salesman also, knowing that list prices are inflated, feels that every deal should be a special one.

Loose, misleading accounting, high overhead, expensive practices of every kind are encouraged by the attempt to fool the retail customer.

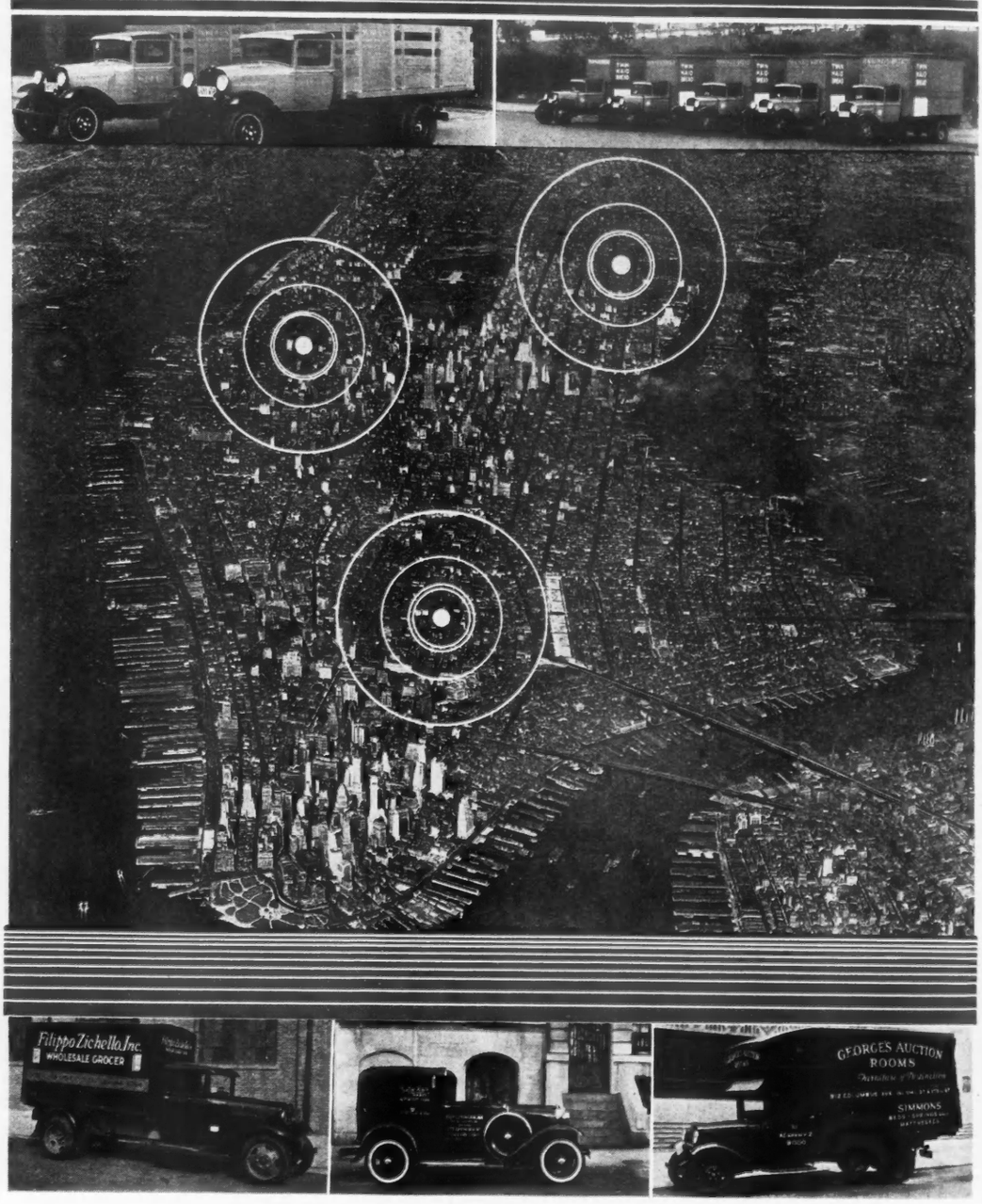
Our corporation sold Studebaker trucks on a basis of low discounts and low factory discounts. Dealers were forced to handle their business, including trade-ins, on a thrifty basis and, as a consequence, they have operated profitably.

At the same time the same dealers were handling our line of Pierce-Arrow trucks on a long discount on top of which we had a substantial (and conventional) factory profit—on paper. Experience has shown us that the dealer gave away his discount and the factory spent its profit.

We have accordingly decided to deflate the Pierce-Arrow prices and discounts. Dealers have accepted the new policy and report that it is pleasing to purchasers also.

Possibly deflated prices, fleet owner discounts, trade-in allowances, entertainment, etc., do not fool the customer so much as they fool the manufacturer and dealer. The truck buyer, with the vast amount of comparative specifications made available by the COMMERCIAL CAR JOURNAL, has become a shrewd judge of values, primarily interested in what he gets for his net expenditure.

"I Wish I'd Rented



Storage facilities are spotted at three strategic points on Manhattan Island. Universal rents all types of trucks from de luxe delivery units to vans. (Aerial view furnished through courtesy of Dallin Aerial Surveys)

"ANY dealer who doesn't look into the possibilities or engage in the business of renting trucks to users is just plain foolish. My one regret is that I didn't get into the truck rental business years ago."

Horace E. DeLisser, president of DeLisser Motors, Inc., formerly New York City's leading Ford dealer and now representing Dodge-Plymouth, was a great deal more vehement than those words indicate—and infinitely more expressive. He didn't really say "just plain foolish." In order to give adequate expression to the depth and intensity of his feelings in the matter he reached 'way back into the whip-socket years of this century and came up with a picturesque epithet that brought on homesickness for the good old days spent hanging around the Locust Mountain Livery Stable.

Every man has a right to his own opinion, and, as Oliver Goldsmith put it, every man has a right to knock him down for it. Mr. DeLisser's opinion is not a hasty one. He has had a year's experience with his Universal Truck Rental Corp., and his opinion is based upon its success. So if there's

TRUCKS YEARS AGO"

SAYS

HORACE E. DELISSER,
PRESIDENT
DeLisser Motors, Inc., and
Universal Truck Rental Corp.

Details of a Successful Truck Rental Plan Which One New York Dealer Has Sold to Many Truck Users

By GEORGE T. HOOK

any dealer who is inclined to smite him for it, he may change his mind if he can persuade Mr. DeLisser to impart, in dollars and cents, his reason for regretting that he didn't get into the rental business years ago.

But in fairness to Mr. DeLisser, his statement should not be taken as a criticism; it should be taken as a suggestion—a word to the wise. It is indirect advice based upon a profitable experience. His rental set-up is not an organized charity to aid indigent and decrepit business establishments. It nets him a profit two ways—in the sale of trucks by DeLisser Motors, Inc., to Universal Truck Rental Corp., and in the rental of those trucks by Universal.

Mr. DeLisser was encouraged to enter the truck rental business because of his knowledge that in small establishments where truck operation is incidental to the main business trucks usually are treated more or less as an evil. Frequently the owner of the business has only a hazy idea of how much it costs him to operate his one, two, three, four or five trucks. No effort is made at efficient supervision. Maintenance is haphazard. Appearance is neglected. Drivers are disinterested. In short, the operator finds his lap filled with all the evils that result when there is neither willingness nor competence to assume the responsibilities of truck operation. These responsibilities the Universal Truck Rental Corp. is prepared to assume, and at a saving to the operator.

Universal is making no effort to sign up large, well-maintained fleets. These large fleets, in Mr. DeLisser's opinion, already are doing for themselves what Universal aims to do for the smaller operators. "I'm not going after the large fleets," he said, "because in order to get them we'd have to bid our heads off against their own operating figures. And since these are figured on a non-profit basis, we wouldn't stand a chance to make money on the deal. No, our prospect is the small operator who doesn't know anything about truck operation and doesn't care; the operator who is too busy attending to his main business to bother about costs, and who, if he did know his costs, would probably seriously consider going back to a horse and wagon. I, for one, can't blame him for slighting his trucks. His time is valuable to his business, and it wouldn't pay him to have a competent man to handle nothing but the operation of a few trucks. For such an operator we have a distinctly economical transportation service."

There is nothing intricate about the physical aspects of the rental set-up and the stipulations of the rental contract are equally simple.

DeLisser Motors, Inc., and Universal Truck Rental Corp. are separate companies operating under the one roof. Mr. DeLisser is president of both. M. G. O'Beirne is vice-president in charge of rental operations. Every salesman in DeLisser Motors may sell a prospect on the rental idea. Primarily the salesmen are out to *sell* the trucks, but the rental plan is steadily gaining in popularity. Periodically a rental drive is put on in which all salesmen participate. It gives them a new approach to prospects, and the prospect who isn't interested in the product may be greatly interested in the service.

However, no salesman has authority to make final arrangements. These are handled by Mr. O'Beirne. A survey of the operation is made and a "Truck Rental Estimate" is figured which includes the items listed in the box on page 16. The rental charge takes the form of a flat weekly payment based on the prospect's weekly mileage expectancy. If this mileage is exceeded, the excess mileage is figured extra at so many cents per mile. These charges naturally vary with the type and cost of the equipment rented and the operating conditions. These factors determine rate of depreciation and cost of servicing.

The salesman getting credit for the rental arrangement is credited with the sale of the trucks rented. If two trucks are rented he gets his regular sales commission on both trucks. The deal is a straight fleet discount purchase by Universal from DeLisser. In case a trade-in is involved the appraisal is made by DeLisser Motors. The amount allowed—let us say it is $250—is credited to the account of the renting operator. Of this about $150 would be placed on deposit and retained for the life of the agreement as a forfeit in the event of a breach of contract. Against the balance would be applied the weekly charges.

The contract is plainly worded and is a one-page document. It smacks of honesty and fairness. Particulars comprise the following items: "Period of Service. Rate—Per Week per Truck for (stipulated number of) Miles. Rate—Per Mile per Truck in excess of above mileage. Deposit—To be retained until termination of agreement and to be forfeited for any breach of contract. Service to be rendered with the following trucks. Trucks equipped as follows. Trucks painted and lettered as follows."

Conditions of the contract are clearly stipulated, as follows:

1. (Service and Maintenance) Universal Truck Rental Corp. is, in consideration of the above price, to furnish above equipment with complete service including the supplying of gas, oil, repairs, tires and maintenance. Corporation is to pay for all license plates, storage, but not however to supply the driver.

2. (Insurance) Corporation will ef-

fect adequate insurance at its own expense on above trucks which will indemnify the customer for all accident claims in connection with the operation of said equipment as follows:

3. (Spare) Corporation is to provide a spare truck in case of breakdown so that service of corporation will be maintained at all times, such substitute truck to take place of regular truck and to be paid for in lieu of regular truck until same is put back into service.

4. (Repainting) Corporation is to repaint said trucks when necessary and at all times to maintain them in good appearance; any change in lettering or painting, however, to be paid by Customer.

In consideration of the above the Customer agrees to do the following:

5. (Chauffeurs) To replace immediately on Corporation's authorization any and all chauffeurs whom the Customer may hire in connection with the above equipment in the event of the Corporation's showing proof of any abuse of the above equipment.

6. (Payment) To pay all bills promptly as follows:

7. (Personnel) To allow Corporation to convene Customer's chauffeurs at definite times, intervals and places for the purpose of instruction, etc., and to engage them in any competition or contest for the mutual benefit of the contracting parties. (This is a feature which will be dealt with in detail later on in this article.)

8. (Records) To have chauffeurs to fill in the necessary forms in order to assist the Corporation in keeping its records and to sign in and out for each truck each day.

9. (Repairs) Not to make or authorize any repairs or adjustments other than changing tires except on authorization of Corporation which will pay for material or labor incidental to extricating vehicle from any breakdown, tieup or accident upon presentation to Corporation of authentic voucher.

10. (Overload) Not to overload any vehicle operated under this contract beyond —— pounds.

11. (Cancellation) Customer reserves the right to cancel this contract at any time after six months have elapsed since service commenced upon 60 days' notice in writing, upon the condition, however, that the Customer will purchase all the above-mentioned trucks and equipment from the Corporation at the Corporation's own cost price less depreciation to date of purchase figured on the basis of 33 1/3 per cent per annum. Minimum inventory value on this truck $.... *(Editor's Note—By stating a minimum inventory value the rental company protects itself. Otherwise in the last month of, say, a three-year contract, the operator could purchase the trucks at a ridiculously low figure.)* Corporation also reserves right to cancel contract at any time after six months have elapsed since service commenced upon 60 days' notice in writing.

Forms Used by Universal Truck Rental Corp.

TRUCK RENTAL ESTIMATE

Name. Address. Date. Telephone. Description of truck. Cost of chassis, body and special equipment. Miles per week. Total cost.

Annual Fixed Charges

Depreciation @.. years. Insurance: Liability, Property damage, Collision, Fire and Theft. Collision Reserve. 6% Interest on Investment. License. Garage. Administration and Superintendence. Sales Expense. Paint Reserve. Per cent spare truck cost. Extras. Total. Weekly Total.

Variable Charges Per Mile

Oil, .. Miles per Gal. @ .. per Gal. Gas, .. Miles per Gal. @ .. per Gal. Tires $.. per Set for .. Miles. Repairs. Maintenance. Total. Weekly Total. Profit. Total Weekly Rental.

CAR OPERATING RECORD

Car No. Unit Cost. Total Cost. Model Body Type. Average Weight and Load.

Fixed Expenses

Depreciation. Storage. Interest on Investment. License. Insurance. Off. & Admin. O. H. Supervision. Collision Reserve. Paint Reserve. Total Fixed Charges.

Variable Expenses

Additional Depreciation. Gas. Oil. Tire Reserve. Labor. Material and Parts. Body Repairs. Washing. Use of Spare Truck. Battery.

Comparative Expenses

Actual Collision Expense. Actual Paint Expenses. Actual Tire Expense.

Summary

Rental Income. Add. Earned Income. Total Fuel Cost. Miles per Gallon. Fuel Cost per Mile. Tire Cost per Mile. Monthly Cost per Mile. Total Operating Cost. Miles Traveled. Average Daily Mileage. Fixed Cost per Mile. Variable Cost per Mile. Total Cost per Mile. Net Profit.

DAILY TRUCK AND GARAGE RECORD

Name. Address. Garage. Date. Truck and Route Number. Speedometer Reading: In, Out. Daily Mileage. Gasoline. Oil. Space in which a driver notes any needed repairs. A note says: "Driver not eligible for monthly bonus—unless this card is properly filled out. Report all accidents."

MECHANIC'S TIME SHEET

Name. In. Out. Date. Car Number. Time Start. Time Finish. Total Time. Repair Work Maintenance. Stock Material Used. A note says: "Circle car number if work is caused by accident."

12. (Control) Customer shall have entire control of the chauffeur and operation of the truck.

13. (Additional Equipment) In the event that Customer shall desire any additional equipment placed upon the truck, or trucks, other than listed above, then the Customer shall pay for such additional equipment.

14. (Radius) It is understood, unless hereinafter specified, that the radius of operation shall be 50 miles from the storage point.

15. (Gasoline Price) This rate of service is based on the retail price of gasoline at 14 cents per gallon. The parties hereto agree to compensate one another for the difference should the price of gasoline increase or decrease two cents or more per gallon, such adjustment to be based on 10 miles per gallon.

16. This contract shall be binding on the parties hereto, their successors, legal representatives and assigns, and neither party shall have the right to assign this contract or any interest therein without the written mutual consent of each other.

Realizing that the success of a truck rental plan depends to a large extent upon the drivers, Mr. DeLisser and Mr. O'Beirne have carefully worked out two incentive bonus systems which are succeeding in holding down operating costs and in making better drivers of the men. One bonus plan is intended to reduce accidents and the other to hold down fuel costs.

Under the accident plan a driver receives 50 cents the first month he goes without an accident and 50 cents additional for each month thereafter until the accumulation reaches $5. From then on he receives $5 each month so long as he does not figure in an accident. However, the moment an accident is recorded against him he has to start all over again and work himself up from the 50 cents. This is the only penalty he suffers, but the desire to attain the $5 bonus and to continue receiving it not only makes the drivers safety-conscious but leads to unusual behavior. An actual incident illustrates the latter point.

A service man in making his rounds noticed that one truck had a badly dented fender, evidence that the driver had been in some sort of mishap. He made a note of it and on his next round was prepared to repair the damage. The fender, however, showed no sign of a dent. He got in touch with the driver, but the driver insisted that the service man was mistaken, that he certainly had been in an accident, which he had reported, but had not dented a fender or damaged his truck. There was no need to argue the matter further, because it was evident that the driver had had the fender repaired at his own expense rather than suffer a bonus penalty. This was excellent proof that the bonus plan was having the desired psychological effect and naturally nothing was done to discourage it.

TURN TO PAGE 40, PLEASE

Truck Legislation Not in Line for Passage in 1932

Couzens Bill, Still in Committee, Held Not Important Enough to Further Delay Adjournment for Conventions

By L. W. Moffett
Washington Correspondent

TRUCK and bus legislation at the present session of Congress seems to be highly improbable. It is likely, however, that a bill will be reported by the Senate Committee on Interstate Commerce, of which Senator Couzens of Michigan is chairman. The measure will carry his name. It will be partially his handiwork, that of other members of the committee and perhaps greatest of all, that of the Interstate Commerce Commission. Even should the Senate pass the bill, now being slowly redrafted, it would still have to pass the House since the House Committee on Interstate and Foreign Commerce has announced its determination not to take any action until after the measure has passed the Senate.

The fact that Congress is jammed with other legislation and probably will adjourn, rather than recess, before the national conventions in June, indicates clearly how remote the legislation is at the present session.

Infrequent meetings of the Senate Committee are devoted to the framing of a measure which will probably represent a welding together of its own provisions, together with those contained in a bill prepared by the Interstate Commerce Commission. The Commission bill, in turn, is made up partially of revisions of the Couzens bill and a House bill, and is explained at great length in a letter signed by Joseph B. Eastman, chairman of the Legislative Committee of the Commission. It reflects many recommendations made by the commission in its report to the Committee on Rail and Motor Coordination.

It was a question as to what the legislation may lead to ultimately, but as now contemplated it is not of a drastic nature. Especially is this true as to motor truck regulation. The difficulties surrounding truck legislation are recognized and proposals that are in cases of an experimental character are suggested.

One of the chief things done by the Senate Committee was to lift from the bill the common carrier holding company provision. This had been a bone of serious contention in the committee. The Interstate Commerce Commission also was opposed to inclusion of the provision in the Couzens bill. The upshot is that it was removed from the Couzens measure and drafted as a separate bill for disposition before any action is taken on the bus and truck bill. The holding company provision covers motor carriers only indirectly and as owned by rail lines.

There was serious discussion in the Senate Committee as to whether the provisions for trucks should be eliminated from its bill. Considerable sentiment favored such action, leaving the regulation to cover motor buses only. However, as now contemplated truck regulation will be included, but modified from original plans. The present plan is to limit the truck phase to the requirement of permits for interstate commerce carriers. The rate provision has been left out. It is also proposed to define a private carrier to include trucks. This is a suggested substitution for the term "charter carriers" and it would exempt trucks not on regular interstate schedules. In connection with proposed bus regulation it has been voted by the committee to omit the two-driver proposal and leave to state control the safety provision, covering width, length, height, weight, etc.

The limitation as to permits has greatly minimized objections to regulation of motor trucks. However, the dangerous principle involved in the possible collection of a fee for permits to build up a large fund for an extensive regulatory government bureau may yet project itself in the legislation at some later period. Minority views favoring this plan have been expressed by members of the Interstate Commerce Commission. The bus provisions probably will remain unchanged in their more important aspects. Proposed truck legislation constitutes the greatest problem. Difficulty of enforcing truck regulation is widely acknowledged. There is much contro-

TURN TO PAGE 20, PLEASE

Do Diesels Have a Chance Against Gasoline Engines?

They Have an Edge on Fuel Economy But What About Future Fuel Costs and Taxes?

By Joseph Geschelin

SAVINGS amounting to 50 per cent or more in fuel cost is the alluring promise offered by the Diesel engine for automotive applications. There are other advantages, to be sure, which have placed the Diesel in a favorable position for aircraft, marine and general industrial uses.

But what are its immediate prospects in the truck field—the sphere of greatest production-volume possibilities?

Consideration of the positive fuel economy of the Diesel can bring only a high regard for the practical possibilities which development of this type of engine opens up. To begin with, the perfect Diesel cycle is superior to the gasoline type in thermal efficiency, can burn fuel more economically and efficiently, and consequently can produce a given output with less fuel.

Actually, it should achieve a fuel economy of about 0.35 lb. per b.hp. hr. as compared with 0.65 lb. per b.hp. hr. for the gasoline engine. How far this may be realized in practice depends upon improvements in design.

But the greatest economy comes from the fact that the Diesel has practically a flat fuel consumption curve. It is almost as efficient at part load as at full load, whereas the efficiency of the gasoline engine falls off very rapidly at decreasing load. Now, since most highway transportation service is on part load, the operating economy takes another jump.

Still another significant saving in favor of the Diesels, assuming the use of present commercial fuel oils, is that the fuel is heavier, weighs more per gallon, and has a corresponding higher heat value. If we compare a furnace oil with gasoline, we find that a gallon of furnace oil has about 12 per cent more heating value in B.t.u.'s; crude oil is still better in this respect.

Combining the ideal economies possible, we find the possibility of achieving a saving of 35 to 60 per cent in fuel consumption (by volume) depending upon the load factor.

Commercial fuel oil, already widely distributed, is the most economical fuel for Diesels. At present, however, this fuel costs only about three cents less per gallon than gasoline in bulk.

Far from running automotive Diesels on crude oil as it comes from the ground, as some people believe, current design demands, and trends indicate, that the finally preferred Diesel fuel may turn out to be a highly refined oil, perhaps processed as much as is our present gasoline.

Many Diesels are being run on a commercial grade of fuel oil with a flash point of 150 deg. Fahr. It is a little heavier than kerosene and only slightly less refined because color and sulphur content are not so important. But most makes of high-speed Diesels are placing additional restrictions on fuel specifications. Perhaps the fewest restrictions are found in the recommended specifications for the Buda M.A.N.

Published material indicates that designers of high-speed automotive Diesels are looking to special fuels for the solution of many troublesome problems presented by engines designed to run at speeds exceeding 2500 r.p.m. Minute particles of fuel must be metered accurately within the briefest possible interval. For automotive purposes fuel is injected ahead of top dead center, with the result that volatile elements must be held down to avoid preignition and at the same time the heavier components must be held down to avoid detonation. Thus it can be seen that the preferred automotive Diesel fuel for the future is likely to be a highly refined product.

Incidentally, the special Diesel fuels demand a narrower distillation range than the finest gasolines on the market, and undoubtedly would cost considerably more even if used in reasonable quantities. An effort to create a standardized program on Diesel fuels has resulted in an American Society of Testing Materials Committee, with

Turn to page 36, please

Fleet Man Plots Merits of Trucks Before Buying

Evaluates Performance and Chassis Units According to Work Truck Has to Deliver

By Billie Burgan

Hage's Ice Cream Co., San Diego

INTELLIGENT truck buying requires more than just a consideration of truck ratings and price. When a manufacturer says that a certain model is a 2-ton truck he tells only part of the story. That isn't sufficient, in our opinion, to enable an operator to properly fit a truck to his particular job nor to assure him that he is getting the most for his money.

For that reason, we have found it necessary to devise our own system of rating and classifying trucks as a guide in the purchase of new equipment. The system isn't complicated and only involves three simple steps:

(1) Consideration of the work to be performed by the truck.

(2) Segregation of all makes of trucks that will meet the weight and space requirements of that work.

(3) Selection from that group the truck that gives the greatest value (performance, adaptability and design) for money invested.

Our first step in following through this program is to determine the correct payload capacity and proper frame dimension of the truck in relation to the job it is required to perform. We arrive at these conclusions by measuring and weighing the payload; then we double the payload weight to determine the maximum gross weight; next we measure and weigh the body and finally subtract the body weight from the payload to find the chassis weight. After this information is plotted graphically (see Fig. 1) we proceed to the next step of our system. Truck specifications are consulted and all chassis, irrespective of make, that meet our gross weight and chassis weight requirements and possess the proper frame dimensions back of cab to seat necessary to our needs are picked out for further study.

With the weight and size factors established by the first two steps of our program, we are ready to enter into the third and final stage of the system. Our doors are thrown open to the representatives of all the trucks we have segregated as meeting our weight and size requirements. These representatives are given an opportunity to tell their story and demonstrate in any manner they choose except by the free-haul act.

During this preliminary examination, which lasts two or three days, we place the trucks alongside of each other; ride in them; look them over carefully and jot down feature advantages and differences for later reference. Then our president, who also has viewed the display, together with the financial secretary, makes a study of price quotations in relation to the amount of capital allotted for the job to be filled and designates three of the trucks as suitable. He then orders a comparative setup of major units and features of performance of all three jobs (see Fig. 2). This sheet is drawn up for the purpose of scoring.

Then a council of four, composed of the president, financial secretary, delivery manager and head mechanic, is called. At this session points of difference and feature advantages are discussed from information gleaned during the preliminary examination. As each point on the comparative sheet is decided, scores of first, second or third place are awarded according to majority opinion. These estimated values to us are ratings in the abstract. We try to eliminate favoritism and pick jobs suitable to our needs and having progress built into them according to the judgment of all connected with the purchase. The result of the conference is automatically expressed in the totals of credits. The truck with the highest score secures the order, but the name of the winning truck is withheld until proper terms for a deal are arranged. With us it is generally cash. Trade values, if any, and trade discounts are settled before awarding the contract. The record of a truck stands, the management feeling that there is no need of a second examination of the same truck if another truck is needed.

Sounds like a parlor game, four at a table with dealer dealing a hand for

Reproduction of an Evaluation Chart that Selected a Truck

	Subject Considered	Mack B. G.	Credit	White 61	Credit	Autocar A	Credit
1	Wheelbase	138-192	–	148-196	–	150-192	–
2	Gross Weight	13,000 lb.	1	11,500 lb.	3	12,000 lb.	2
3	Chassis Weight	5,200 lb.	3	4,789 lb.	1	5,060 lb.	2
4	Piston Displacement	309 in.	2	299 in.	3	358 in.	1
5	Rated H.P.	31.5	3	33.7	2	38.4	1
6	Brake H.P.	75 @ 2600 R.P.M.	2	61 @ 2100 R.P.M.	3	82 @ 2400 R.P.M.	1
7	Piston Material	Aluminum	3	Sil	2	Cast	1
8	Diameter Main Brgs.	2⅝ in.	2	2⅝ in.	2	3 in.	1
9	Length Main Bearings	10 31/22 in.	2	9⅛ in.	3	13¼ in.	1
10	Location of Hand Brake	Left of Driver	2	Left of Driver	2	Right of Driver	1
11	Area of Service Brake	354 in.	2	211 in.	3	460 in.	1
12	Steering Gear	Own	2	Han	1	Ros	3
13	Final Drive—Type	Single Full	1	Single Semi	2	Single Full	1
14	Cab Hinging	Top to Bottom	–	Top to Bottom	–	4-Hinge Door	–
15	Cab Suspension	Four Point	2	Three Point	1	Three Point	1
16	Frame Width	33¼ in.	2	34⅝ in.	3	34 in.	1
17	Cylinder Pattern	Integral with C. C.	2	Separate Block	1	Separate Block	1
18	Spring Suspension	In Rubber	1	Shackle Bolts	2	Shackle Bolts	2
19	Clutch	Disc. Own Make	2	Plate Own Make	1	Plate Long	2
20	Crankshaft Finish	Case Hardened	1	Soft Ground	2	Soft Ground	2
21	Timing	Case Hardened Gears	1	Chain	3	Gears	2
22	Step Brace Sts.					Brace	1
23	Dust Covers	Covers	1				
	Totals	1sts	6	1sts	5	1sts	13
		2nds	11	2nds	7	2nds	6
		3rds	3	3rds	7	3rds	1

Decided on 12-26-30
Subject rated is where difference is noted on these three models.
All have unit powerplant, Spicer joints, S.A.E. threads, 7 main bearings, Handy governors, standard gear shift, four-wheel brakes.
Deal closed 12-31-31.

Fictitious names were not employed to designate the truck makes in this comparison because the tabulation represents one concern's method of evaluation. Characteristics of items compared and the standard employed to evaluate them will vary with concerns or individuals

a truck dealer. But let me say, every job chosen by this system has delivered and is delivering satisfaction, which is more than we can boast for some of our other jobs.

The following extracts taken direct from the minutes of a council session give an idea of the nature and scope of our discussions before scoring decisions are made:

Route Truck Decision

President: "How about this emergency brake hand lever location?"

Mechanic: "To have the lever to the left of the driver is to depart from lever location on our standard jobs."

Delivery Manager: "A guard against mistakes would be to have all trucks in our fleet with hand brake in the same location, principally on account of the relief driver going from one truck to another."

Secretary: "A good safety measure in favor of the right-hand brake lever."

The president voted with majority and scored "First" for two of the trucks and "Second" for the other.

Milk Truck Decision

President: "Is there any particular advantage in one type of final drive over another?"

Delivery Manager: "If an axle breaks, you either tow the job in or take the shop out to the job if it is a semi-floating outfit. When it is a full-floating type you take an axle with you, put it in a few minutes and drive on."

Mechanic: "Full-floating types are more accessible and easier to service with brakes, etc."

Secretary: "Operating expense seems in favor of the full-floating axle; other things being equal, full-floating is my choice."

President voted with majority scoring "First" for truck having full-floating axle.

Points in all Jobs

President: "There being no objection, scores of first, second and third will be given trucks according to brake surface area."

President: "How about the kind of brake application?"

(Hydraulic got first, mechanical with rods second, mechanical with cables third.)

Oil circulation was discussed and full-force feed drew first, force and splash second, and splash third. Piston displacement was listed first, second and third in order of amount.

Miscellaneous Points

Three-point cab suspension was given first, and four-point second, while the three and four-hinge cab doors were given preference over full-length hinges because of ease of demounting for summer service though no score was counted. Under the heading of frame cross-member from step to step, a frame stress absorber was counted one point.

Brake dust covers were considered worthy of a point. Vibration was counted against a job, while smooth running was given a point.

Ratings

In our council discussions we have established standards to guide us in evaluating trucks, of which the following are examples:

Salesmen—We give ear to truck salesmen, all of them; it is a habit with us. We regard them as pollen-bearing bees and we must get what they have in order to get fertile ideas in the business of buying progress in a truck.

Commercial Car Journal—Lines drawn across the specifications page of COMMERCIAL CAR JOURNAL beneath truck models being considered make comparison a simple matter.

Factory Claims—We consider only factory maximum ratings because, like advanced spark, they represent highest efficiency in operation.

Price Class—What advantage can there be in considering tonnage ratings without also considering value for the money? We say "none," that is why we refuse to consider trucks too far out of line on prices.

Ratios—True ratings begin after the body is on the chassis. With extra heavy body payload rating is less than with a light body. The dividing line between body and load is clear. One per cent off the body, added to the load or vice versa, changes ratio 2 per cent without affecting the gross.

Competition—To us minimum ratings mean that the makers want to compete in a lower capacity field and they cannot be hated for putting them there (confusing though they be); because a deal comes through that channel by pull or preference now and then. Anyway a good truck deserves an easy job once in a while.

Factory and Dealer—Maximum rating of factory and/or dealer means reasonable results under reasonable conditions; assurance of satisfactory service and cooperation.

Truck Legislation Will Not Be In Line for Passage in 1932

CONTINUED FROM PAGE 17

versy for and against strict regulation. Those opposed to too much intrusion in the field fear that restriction of transportation competition would be wholly undesirable. They also point to the fact that the truck is offering farmers and other shippers a service that is not available from other forms of transportation. Many shippers opposed to truck regulation likewise contend that it would inevitably mean higher rates.

Railroads, on the other hand, are urging for regulation of trucks which, they charge, at present, represent "uncontrolled competition." There are some shippers also who profess to speak in behalf of maintaining "long-term interest of a rounded-out transportation system" and fear that even truck owners may not make money out of operations unless regulated.

Taking up some of the more important changes made by the Senate Committee, it substituted the term "private carrier" for "charter carrier" because it was pointed out that it is possible for a charter carrier to be a common carrier, although this is rarely the situation.

It was also at the suggestion of the I.C.C. that the Senate Committee eliminated provisions which made it the duty of the commission to establish reasonable requirements with respect to "qualifications and maximum of hours of service of employees, safety of operations and equipment." The commission pointed out that such requirements are an exercise of police powers for protection of public safety and convenience in the use of the public highways. It was added that the Supreme Court has held that in the absence of Federal legislation upon

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Our Own Ear to the Ground Department

Dese, Dose and Diesels

Diesel activity is gaining momentum. A stimulating factor is the trend of legislation.

Money Being Spent

This department does not know of a single engine manufacturer who isn't working on Diesels. For some time now, for instance, Continental has had an engineer devoting his time exclusively to Diesels. Sterling sent an engineer to Europe to investigate Diesel accomplishments on the Continent and in the British Isles. He came back with a voluminous report, and you may rest assured this expense wasn't incurred for the fun of the thing.

A Short Time Ago

The Buda Co. possessed itself of the M.A.N. Diesel manufacturing rights several years ago. Shortly after this acquisition we went through the Buda plant and saw automotive Diesels on test stands being put through their paces. But at that time interest was centered on improvements in the Buda gasoline engines, which resulted in the Hivelo series.

And Now Look at It

Interest evidently has been revived, at least we gather as much from the memorandum of a member of the intelligence staff of this department. He writes: "Although I had heard from various sources that The Buda Co. was not doing much with the M.A.N. automotive Diesel, I found considerable experimental work going on when I went through their plant. They are working on a new model and are experimenting on all sizes with Bosch injection."

Nothing Is Overlooked

Truck manufacturers, while not feverishly active, have not been lacking in interest. International Harvester has, of course, had a Diesel for its farm tractors. Use of this, or a variation of it, in International trucks has not been overlooked. Experiments have been in progress for months.

The Colonel Isn't Vegetating

What is General Motors truck doing? Well, Colonel Green, engineering chief and now also in charge of production activities, took the time and trouble and went to the expense of making the most exhaustive test of a European Diesel that has been made in this country. The results which he reported to an S.A.E. gathering were not flattering to the Diesel but he made no assertion which would indicate that because of his findings General Motors had abandoned further experimentation. In fact he made the statement to an operative of our staff that "automotive Diesel engineers are overlooking a bet in two-cycle construction. It would give greatly increased power output." Moreover no outsider knows how much Col. Green learned from his tests which may result in improvements to overcome the objections he found.

"Number 5" Reports

The activities of a truck manufacturing concern of great repute were reported just the other day by Ear-to-Grounder No. 5. (Really, we're not spoofing when we say we've a staff of operatives.) No. 5 actually drove around in this heavy-duty truck of, as he put it, "well-known make, powered by a four-cylinder 5 x 7 Oberhaensli Diesel, operating at a governed speed of 1800, and carrying a useful load of 7 tons." No. 5 reported further:

Exhaust Is Clear

"The performance of the truck was indeed striking. General performance on characteristics such as acceleration, top speed and tractive ability was about the same as would be expected of a gasoline engine truck of this type, but the truck would start from a dead stop in second gear every time. It starts easily from cold when cranked by a 24-volt starting motor. The exhaust was clear under all conditions.

10 Miles Per Gallon

"The engine runs on ordinary furnace oil and is said to do 10 miles to the gallon!

Knocks When Cold

"One of the most important features of the engine is the governor control of recent design. It governs both the top speed and the idling speed. Starting requires advanced injection which is achieved by cutting out the governor by a dash control which simultaneously alters the point of injection. When starting cold the engine knocks noticeably. This persists until the engine is warm and disappears when switched to governor control. It is claimed that an engine of smaller bore will be quieter during the warming-up period.

Licensing Proposed

"As I understand it, the Oberhaensli company does not plan to sell engines in the United States but to issue licenses to gasoline engine builders for the use of the patented divided combustion chamber and governor control. Stock gasoline engines of sufficiently heavy design can be readily converted to Diesels merely by applying the interchangeable attachments.

Converting to Diesel

"Such an alteration for test purposes is now under way by the maker of the truck used in the experiment. A standard six-cylinder truck engine is being built up as a Diesel, the changes consisting of the use of an Oberhaensli type cylinder head and a Bosch fuel pump in place of ignition system and carburetor. This six-cylinder engine has a smaller bore than a four of equal displacement, which is an advantage, as pointed out above. It is claimed that this converted engine will develop just as much power as the standard gasoline engine."

Anyway, It's German

So ends the report and this month's earful. Our parting bit of inside information is that Oberhaensli is pronounced "Oberhaensli." See you consequently.

THE OVERLOAD

Are They Readin'? They Are!

At least we're piling up some evidence that this page is being read. Since we last overloaded, Robert F. Wood, Autocar advertising manager, wrote us intimating that we must have been listening to the bartender when he (Mr. Wood) was giving us the inside on The Major. Then Ed Wood, of the Pacific Gas & Electric Co., who is a Major in the Reserve Corps, complained he had been pestered by telephone callers asking him "since when have you taken to literary work?" "What do you mean?" I asked the first caller. (Ed Wood writing.) "Well, aren't you the Major Wood writing for the Autocar Messenger?" To which our own expressive reply was "Whatthehell, Ed, whatthehell!"

Pre-War Stuff, At That

Then Tom Barry, of the New York Merchant Truckmen's Bureau, sent us an extremely polite communication. Reading between the lines we got this: "Don't be so free with your suggestions that truck manufacturers take advantage of the New York Beer Parade to exploit beer-toting equipment. The truck division of this Porjer Procession is strictly a Bureau proposition. Sailors and Manufacturers keep out." But Tom held no hard feelings. After the parade he sent us photographs of the heavy brigade, and we had to decline them because in some fashion a squad of Big-Brute Macks got in front of the camera and obscured the other 239 trucks in the parade After all, we can get pictures of Macks by the dozen. But eight Macks don't make a Beer Parade for us.

Introducing "Mr. H."

Then the "Mysterious Mr. H." answered our request that he divest himself of anonymity. His lengthy letter was pleasant, and we have not yet had opportunity to reply to it. He subscribed himself H. L. Thorne, of St. John, New Brunswick. He was with Ford for 10 years in the maritime provinces, first as district sales manager and later head of the commercial division. Now he is manager of the General Equipment Co., of St. John, Diamond T distributor.

Pullman Cars and Race Hosses

And finally G. A. Dougherty, advertising manager of Shuler Axle Co., wrote saying that he, too, has been curious to know the workings of the minds responsible for Pullman car names and the names of race horses. But the designation of axles with model numbers, he said, is another matter. "Every model number is a record of a long line of improvements reaching back for about 14 years." Although the process illustrated by Mr. Dougherty is logical it is also curious and for that reason you may wish to familiarize yourself with it. Here is the history of Shuler front axle No. 5582-B-26 mentioned last month:

Making Axle History

"Base model number, 510. Increased capacity. Four changes—add '40,' 550. Improved design. Same capacity—adding prefix '5,' 5550. Same capacity axle designed for buses, add suffix (Ed.—This will fix those readers who don't know their suffixes and prefixes.) 'B,' 5550-B. Improved design. One change—add '10,' 5560-B. Above model numbers cover axles without brakes. When brakes are furnished the continuity is as follows: Brakes furnished. Shuler type—add '20,' 5580-B; Bendix type—add '21,' 5581-B; hydraulic type—add '22,' 5582-B; Westinghouse Air—add '23,' 5583-B. Hence a 5000 lb. capacity axle for bus or low-type truck use equipped with hydraulic brakes is known as Model 5582-B."

Every Maker Gets a Number

And Mr. Dougherty takes care of the added 26 in this way: The first customer specifying this type of axle was furnished with Model 5582-B-1, the second customer with Model 5582-B-2, and so on. So that the Model 5582-B-26 mentioned in CCJ was the twenty-sixth specification of this model and was furnished to Indiana Motors Corp. So there you are.

Big Bill Bows In

Bill Sutherland, secretary of the Pennsylvania Motor Truck Association, drew up a chair one afternoon and allowed as how he thought the May issue was a pippin. We knew the reason before he told us—the regulation controversy, of course. He should like this issue even more because the legislative subjects are more diversified.

Maybe in July—Maybe

The description of the National Trucks Associated truck model which we promised in the adjoining department last month failed to materialize. Of course, we qualified our promise by saying it depended on Deane Chivington, secretary of the organization, and he failed us. A few details remain to be adjusted yet, he wrote.

He Feels His Way In

Charles Wondries, vice-president in charge of sales, S.P.A. Truck Corp., carried a costly calling card the last time we saw him. It was a feeler gage with his name stamped on it. It's the only useful calling card we've seen since bootleggers stopped handing out samples.

Keystone State Kuts Loose

A memorandum just reminded us that Bill Sutherland said the Pennsylvania method of licensing trucks is being revamped into something entirely different. Get your lobby to working.

And We Hope Dick Does, Too

And Dick Armstrong, of the Motor Vehicle Conference Committee, has promised us a revision of our size and weight restriction table for early publication.—G. T. H.

Last month Commercial Car Journal published an engineer's conception of what the future truck would be like. B. B. Bachman of Autocar was the engineer. Besides using his knowledge of operating requirements in visualizing changes just ahead he turned his imagination loose in picturing interesting possibilities in the more distant future.

For this issue a fleet operator, Frank A. Rose, was asked to do a bit of future peering. Readers will find his observations intensely interesting because he constructs his ideal 1935 truck from a wealth of operating experience.

WHEN the editor of COMMERCIAL CAR JOURNAL asked me to give an operator's idea of what motor trucks should be like in 1935 I immediately began to think of highways, legislation, present knowledge of chassis improvements and the many trends of thought in design of chassis components. They are landmarks to reasonable conclusions.

Highways today are speedways where main traffic travels at 45 m.p.h., but other traffic travels at the low rate of 25 m.p.h. On highways carrying mixed traffic, especially when they are narrow and have many dips and turns, trucks need a top speed of 60 m.p.h. and increased accelerating ability. This means 20 per cent greater engine capacity than presently provided and compression ratios will approach 8 to 1.

I believe that real streamlining with particular attention to the section below the belt line will be greatly in evidence three years from now; that ultra balloon tires for certain classes of trucks will be common, that power control of such units as clutch, transmission and brakes will be accomplished by the same agency whether it be vacuum, air or electricity; that indicators mounted in the cab to reveal hard riding conditions, flat tires on trailers or broken springs are quite possible. In addition many decided advancements will be made in most of the chassis parts from the engine back and the frame up.

Legislation can easily become a factor in future design, although I don't expect anything radical from this angle except that some states might pass laws eliminating all four-wheel trailer work, save special equipment not regularly employed on the road. This would then leave the field to trucks and semi-trailers. But some minor alterations in width restrictions would go a long way toward compensating for this loss by extending maximum width from 96 to 108 in. This with a 34-in. frame width would permit all equipment to be changed over to balloon tires as large as 10.50 duals with spring widths 5 in. Legislation also is stimulating engineering ingenuity in the matter of weight reduction and better lighting and will undoubtedly result in the development of light weight alloys for frames and major parts and use of greater candlepower lighting, better reflection and focusing.

To get a pretty good idea of what the 1935 truck will look like, let's start with the engine.

Engines

Engines of the future, of 20 per cent more capacity, will have 1000 cu. in. displacement for top limit with drops in steps of 100 cu. in. with no high-speed engines until displacements get down to 600 cu. in. Diesels will be used only for heavy-duty constant speed units similar to present gas-electric type units and probably with modified fuel and in higher priced trucks.

Engine position will be changed. In the first place engines will be placed higher, facilitating valve servicing. Center of gravity will take on

AN OPERATOR EYES THE FUTURE TRUCK

West Coast Fleet Man Foresees Engines of 20 Per Cent Greater Capacity, Advanced Streamlining, Increased Use of Light Alloys, Ultra-Balloon Tires, Power-Operated Clutches and Transmissions and Electric Brakes

less importance because a tendency toward use of light alloys in engine as well as other major chassis parts is on the increase. Or it is quite possible that valves may be made accessible by lowering fender and frame positions through use of doughnut tires and independent wheel springing. Furthermore, I see no reason why cabs can't be mounted in such a way that there would be room to remove the entire power plant within an hour.

Alloys will play an important part in future engine design bringing lighter weight and longer life. Wherever possible light castings of this material will replace iron or steel in blocks, rods, crankcases, etc.

Valve mechanisms and cooling are in line for advanced engineering. With lightweight blocks will come widespread use of valve seats of Elkonite and Stellite. As for cooling, the immediate future will see increasing use of copper-cored valves, but as we slide into 1933 and '34 when blocks will be redesigned with greater and more uniform water passages around cylinders and ports, use of lighter, larger diameter, thin-walled, salt-cooked valves will become more prominent. I expect to see water jackets brought down lower along cylinder walls. I have seen numbers of cases of distortion through uneven cooling directly traceable to short cooling spaces. As intervals between valve grinds are becoming longer, better cylinder head studs made, perhaps, of stainless steel, will be used to offset effects of corrosion.

With higher ratios of the order of 8 to 1 will also come thicker piston heads and more rings to aid in carrying heat away. And a spark plug thermocouple will be utilized instead of, or as an aid to, coolant temperature indicators.

We shall have to go back to shrouded fans, and offset blades may be necessary. As power and speed keep creeping up double fan belts will be necesary to accommodate increased fan power to hold down whip and avoid extra-sized belts. Fan belts should be left free to operate the fan only because the power it is required to transmit is too great to permit operation of additional accessories. Besides, should both fan and pump be driven by the fan belt, road failures of one belt would involve both simultaneously. Finally, as many accessories as possible, including the fan, should be driven from the crankshaft and not the accessory shaft. Timing gear life is too short at present at best and would not be aided by increased demands of generator and pump units. In water pumps, more anti-friction bearings, high grade alloy steel shafts and greater length glands will be necessities from now on.

I believe that an oil temperature controller combined with an oil filter would do more for the truck engine than six years' work on oil. The combination should include a controller, of the Viscon type, together with a large edition of filters of the AC or Handy type. The filter should be large so that large streams of oil can run through at a constant temperature, much hotter than through filters of present size.

In generator and starter design I foresee 50 per cent increase in size, heavier construction and greater use of anti-friction bearings. With development of more rapid operating starters for higher compression engines and constant voltage generators, incorporating possibly double commutators, the effect of battery failure will be apparent only when the engine is at rest. Batteries, the bane of my existence, will have to be of 100 per cent greater capacity. I don't believe that batteries have made five years' progress in the last 20—witness post, strap and cell construction.

Non-friction bearings, formerly used in some ignition units, will again come in, especially in view of the high rotative speeds now encountered. Die-cast zinc or equivalent material should not be permitted for bearing material on the shaft but if possible oil vapor lubrication of the automatic spark advance governor unit should be provided from the crankcase. For eight-cylinder work an eight-lobe cam should

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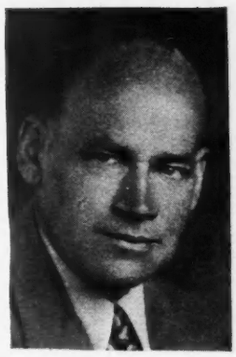

By FRANK A. ROSE
Fleet Operator

Only Three Years Away:

Engines will have 20 per cent more capacity; displacements will reach 1000 cu. in. and drop in steps of 100; compression ratios will approach 8 to 1, and Diesels, if used, will only be seen in heavy-duty service.

Streamlining, with special emphasis to the section below the belt line, will be greatly in evidence.

Alloys will play an important part in future engine and chassis design, bringing lighter weight and longer life.

Clutch, transmission and brakes will be operated by air, vacuum or electricity.

Instruments mounted in the cab will reveal hard riding conditions, flat tires, broken springs, etc. Magnetic drive speedometers are in prospect.

Valve mechanism and cooling will receive lots of attention, greatly improving efficiency of engine and stretching intervals between valve grinds.

Combination of oil temperature controller with oil filter will improve lubrication.

Generators and starters will be larger, of greater capacity and more efficient. Battery capacities must be increased 100%.

Wiring of the future must be coded and of more adequate size. Increased illumination will require 50-cp. lamps and carefully made and mounted reflectors.

Just How Much Gaff Can E. P. Lubricants Stand?

Engineers Determined to Find Yardstick for Load-Carrying Ability

By Norman G. Shidle

THERE is no satisfactory yardstick to measure the load-carrying capacity of extreme pressure lubricants today. But a program is afoot to find that stick. Load-carrying capacity of E.P. lubricants is about to be studied with an intensity and an accuracy heretofore unknown. The job is going to be done at the Bureau of Standards under the direction of Dr. H. C. Dickinson and under the supervision of the Lubricants Research Subcommittee of the Society of Automotive Engineers.

Until this program has been completed indications of test machines now in use should be considered as directive only and by no means a final criterion of the value of E.P. lubricants.

The first objective will be to develop methods and instruments by which the load-carrying capacity of these extreme pressure lubricants can adequately be measured. General Motors, Timken and others have already developed machines for this purpose, which do give an indication of the properties of the lubricant, but they can't be relied upon to check with each other; there are considerable variations in the results obtained on the various machines and all the machine results, in turn, often differ from conclusions derived by operation or service tests.

Having found this out through nine months spent in collecting and analyzing data, it is natural that the committee should focus its next major effort on trying to get a yardstick which will accurately evaluate extreme pressure lubricant properties. And it is natural, too, that it should further narrow its immediate objective to trying to gage the particular property of load-carrying capacity, since other properties of these lubricants are of no consequence if the lubricant will not stand the load.

The program, which is being financed by individual contributions from the many organizations interested in the project, will move immediately toward the objective stated in three specific steps:

(1) Measurement of the load-carrying capacity of representative types of extreme pressure lubricants with General Motors, Timken and other machines, following the procedure recommended by the designers.

(2) Correlation of these data with actual service performance.

(3) Development or recommendation of a significant and practical test machine and procedure.

The committee is already convinced that lubricants are available which are more effective in gearsets and bearings at higher loads than those at which ordinary mineral oils are effective; that many gearsets and bearings can operate at higher loads when

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Scrap the Specifications But Make Sure Oil's Oily

Clothes Do Not Make the Man Nor Impressive Statistics the Oil

By K. A. Newman

Manager Lubrication Sales
E. F. Houghton & Co.

No set of specifications, however inclusive, has ever been able to guarantee the quality of lubricating oils. These specifications refer to the physical characteristics of an oil and not to its lubricating ability. That intangible quality "oiliness" or "lubricating ability" cannot be determined from such specifications. Of course, if the supplier could specify the exact nature of crude from which the oil was to be refined and all of the details of refining, as well as the final specifications of the oil, he might be more nearly sure of the quality of the oil bought on specifications. But then how could he tell whether all of his specifications regarding the source and manufacturing process had been adhered to? Usually a set of specifications is created by analyzing some oil which has been successful on the job.

The physical properties of oil usually referred to are: viscosity, flash point, fire point and cold or pour test. While these factors look fine on a laboratory report, they do not indicate the lubricating value, nor do they insure the satisfactory performance of an oil.

Viscosity of an oil is merely a measure of its resistance to flow. The temperature of an oil has a great influence on its viscosity, and therefore, for purpose of comparison, viscosity readings are usually taken at a temperature of 100 deg. Fahr. (38 deg. C.). However, the size of orifice in a bearing being lubricated and temperature of the bearing seldom agree with the size of orifice and temperature at which the viscosity was taken. Two oils having the same viscosity in a laboratory test taken at 100 deg. Fahr. may not have anywhere near identical viscosities at the higher temperatures (150 to 300 deg. Fahr.) under which they have to operate.

Viscosity can be measured in various units, namely, Saybolt, Redwood or Engler. However, the standard generally used in this country is Saybolt.

To measure viscosity, a quantity of oil is placed in a cylindrical vessel, which has an opening of given size and shape. The hole is fitted with a plug or stopper. The vessel is jacketed by water at controlled temperature, which, in turn, controls temperature of oil. If we wish to measure viscosity at 100 deg. Fahr., which is the usual standard temperature for lubricating oils, we place a quantity of oil in the vessel and heat the water until temperature of oil reads 100 deg. When this temperature, maintained constant by automatic control, is

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Will Motor Trucks Roll Around On More Rubber?

Advantages of Low Pressure Balloons Should Win New Tires an Early Acceptance

EXTRA low pressure tires are singing "They Go Wild, Simply Wild Over Me" to enthusiastic audiences of passenger car owners these days. Recalling the smashing success of the balloon in the passenger car field followed by its hit in the truck industry many observers predict that tire history will repeat itself and that within a year or so big trucks will be floating along on "super-extra balloons."

The new tires do things which compel attention. They run over curbs at speeds to which curbs are not accustomed, skim over washboard roads in utter disregard of corrugations, stick to road surfaces on curves like a locomotive wheel and float over the road instead of on it—if observers with unsullied reputations for veracity may be believed.

So far, extra low pressure tires have been confined to passenger cars and light delivery trucks. They are actually carrying pies and other baked goods in light deliveries, and other similar applications are expected. Interest in the commercial field, therefore, naturally is directed toward the prospects of applying the new type tires to trucks ranging from 1½ tons upward.

Inquiry of tire factory executives, dealers and operators reveals practical difficulties in the way of developing extra low pressure tires for trucks. These difficulties probably will be overcome but they cannot be disregarded. Furthermore, there is danger in being stampeded into moves which are ill-advised and not properly engineered, as an engineer who was an ardent supporter of the truck balloon during its development points out. He thinks it well to take time to avoid activities which may have to be done over in a more conservative fashion.

The new type tires carry the underlying principle of the balloon tire—infinite elasticity of air—a step, or perhaps two or three steps, further. High pressure tires used on passenger cars before the days of the balloon were inflated to about 20 lb. pressure per inch of width, 70 lb. for a 3½ in. tire, if the owner's kick against the carcass did not err too much in gaging pressure. Passenger car balloons of today carry pressures of the order 32 to 36 lb. per tire (not per inch) and truck balloons carry from 35 lb. to 80 lb., or more. The new tires go down to 16 lb., or so. Outside diameters of extra low pressure tires applied to passenger cars are about the same as conventional balloons, consequently the wheel does a fade-out and the tire is carried on a modified hub.

A strong advocate of the new tires on passenger cars states: "Development of these new tires has not yet reached a point where it has been found practicable to produce them for truck use." Another engineer adds: "These tires (extra low pressure) have only been developed for carrying a 1600 lb. load and it is only the 9.00/16 tire which will carry this load at 24 lb. pressure. * * * The field for this type of tire is limited to very light delivery cars." The quoted carrying capacity of 1600 lb. for one 9.00/16 tire gives a total gross of 6400 lb. for four tires indicating a payload of about 1 ton, but reducing the pressure to 16 lb., which is what the public is talking about, reduces carrying capacity to 1135 lb.

Size of extra low pressure tires for

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S. A. E. Expected to Solve Rating Formula Puzzle

High Hopes Are Held for Committee Agreement on Moot Performance Factor

TUESDAY, June 14, 1932, may perhaps become a red-letter day in truck history—the day when the S.A.E. evolved a truck rating to replace the former manufacturer's payload tonnage system. In any case it will be eventful because L. R. Buckendale, chairman of the Motor Truck Rating Committee, has summoned his associates to dine, to propose, to discuss and to decide during the evening of the second day of the sessions of the annual summer meeting of the S.A.E. at White Sulphur Springs, W. Va. Neither the chairman nor any other person doubts the fulfillment of the first three requests; interest hinges upon the last.

Many signs point to adoption of some rating plan during the meeting. Discussions during meetings in Atlantic City, Washington and Detroit have cleared up a lot of difficulties and crystallized opinion in favor of a rating formula program.

That the rating, when, as and if adopted, shall contain a performance factor is now generally agreed. The Buckendale formula calculated vehicle gross weight from known and assumed facts. It said nothing at all about speed and assumed a given grade as a part of the calculation of gross weight. Performance was actually in the formula but not in the answer.

The proposed rating method which will come before the committee includes three factors: weight, grade ability and speed. They are defined briefly as follows:

1. Gross Vehicle Weight is set by the manufacturer and must not exceed the capacity of the tires on the vehicle.

2. Grade Ability factor is the maximum grade expressed in per cent which the vehicle can climb in direct gear. It is expressed by formula:

Per cent grade =

$$100\left(\frac{T \times 12 \times e \times R}{r \times GVW}\right) - RF$$

Torque, expressed as T, equals piston displacement in inches multiplied by .625. Rolling radius of tires loaded to capacity is expressed as r. Road rolling resistance, RF, is established for purposes of calculation as 1.5 lb. per 100 lb. gross weight. Efficiency from engine to tires has been assumed at 90 per cent.

3. Maximum top speed, expressed in miles per hour as guaranteed by the manufacturer or fixed by governor setting.

Although the grade ability and the Buckendale formulas are similar mathematically, they denote a different approach to the problem. The grade formula uses a predetermined vehicle gross weight to determine ability; the Buckendale formula sought to determine the gross weight rating from given facts.

Members of the committee have been asked to submit their ideas to the White Sulphur Springs session, and it is expected that they will include various alterations in the factors of the formula or substitutions of other factors.

M. C. Horine, Mack, suggested an entirely different way of expressing performance ability during the Detroit meeting. He proposes a factor denoting "horsepower per pound of gross vehicle weight multiplied by a

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AFTER

HOURS

The Truck is Still Young

◆Nothing the railroads and their short-sighted allies can do will make the motor truck less potent as a competitive factor in the struggle for short-haul traffic. It is stupid of the railroads to think that if they can bring about higher truck rates the business will flow back into their terminals and cob-webbed freight cars. It would be equally foolish of them to feel cocksure of the prodigal's return even if they were to effect operating economies which would enable them to lower their own freight rates and still make a profit.

In both cases it would be well for the railroads to realize that the motor truck of today does not represent the ultimate in highway transportation operating economy. The motor truck of today is a more economical unit, both as to operation and maintenance, than the motor truck of five years ago. And yet it is admitted that the vehicle of today possesses many opportunities for further development. If by any chance you doubt this we refer you to articles in this and last month's issues. So that the truck of five years hence will be an even more economical unit. And more economical operation will enable the truck to maintain its competitive characteristics.

In order to compete successfully with the motor truck of the future, which is now being evolved as the result of operating experience and engineering progress, railroads not only must effect operating economies themselves but effect them to such an extent that they will counteract all of the competitive advantages of the future truck. This is an accomplishment requiring not only a super sort of management and a super staff of miracle-working inventors but also a superhuman species of anticipation. And since the railroads do not possess these superlatives and are not likely to fall heir to them, it would be wisdom on their part to accept the truck as an instrument that will help them to the profits which now blind their mercenary allies to such an extent that they see the truck only as an enemy.

Evaluating a Truck

◆Not content with just price and capacity as determining factors in the selection and purchase of new truck equipment, fleet operators today are beginning to develop a factor of their own —a yardstick to measure the performance and quality of trucks, to help the operator to properly fit a truck to a particular job and to assure him that he is getting his money's worth. Such a yardstick was evolved by Billie Burgan, a fleet operator of a large ice-cream fleet in San Diego, and is fully described in this issue, page 19.

While the Burgan yardstick, which is a plan designed to evaluate truck characteristics according to established standards, may satisfactorily answer the needs of his organization we are of the opinion that certain additional elements must first be taken into consideration before the plan can be applied generally as an accurate measure of truck performance.

The Burgan plan apparently does not regard the relative importance between major and minor items making up a chassis under examination. All items, small and large, are bulked together and graded exactly on the same basis—first, second and third place. Thus minor items such as spring suspension, dust cover, cab hinging or step brace may counteract the perhaps greater advantages of such major items as horsepower, steering, clutch, brakes, etc. With this set-up, it is quite obvious that a number of first place ratings for minor items might easily place an inferior truck in a high position. The method employed in determining the relative merits of individual items also is not clearly established. In other words by what token is one type of steering gear rated first, another second, or why is a rod-operated brake rated higher than cable, etc.?

However, no matter what the weaknesses of the plan, Mr. Burgan is to be congratulated for a step in the right direction. And we venture the opinion that before many days many similar plans, each benefiting by the shortcomings of its predecessors, will be evolved.

The Lowly Legislators

◆There are times when we wish heartily that all legislators were laid end to end and kept that way. It would be a great relief to the truck industry in this period when governmental budgets are being balanced and there seems to be unanimous agreement among legislators that the motor truck can carry anything from a heavy load of goods to a heavy load of taxes.

It is doubtless true that the motor truck would fare a great deal better in every state of the Union if legislators were susceptible to an appeal to reason. Unfortunately the run-of-the-mine legislator is not that sort of animal. He is a peculiar creature. In the temple of legislation he and his obedient fellow political puppets are expected to burn the incense that is pleasant in the nostrils of their constituents. And since the longest noses have the greatest area, so to speak, of sensitivity, legislators are particularly careful not to offend them. The longest noses in this sense are the noses that inject themselves emphatically into the consciousness of the legislator. He is made aware of their existence. He follows those noses because they blow votes, and votes are what he deals in.

There is, therefore, nothing new in the observation that in order to attract the consideration it deserves, the truck industry must breed more and longer noses to guide the behavior of legislators. The noses must come from factories, from the trade, from operators, from shippers and from all those friends who see the motor truck and allied equipment as representing an economical and indispensable type of transportation. And if these elements join nostrils the impression upon legislators should be meritorious and unforgettable.

Who is Dreaming Now?

◆Senator Couzens, sponsor of the interstate truck regulatory bill which our Washington representative tells us doesn't have a chance of Congressional passage this year, is credited with a statement to the effect that when the depression has

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Hydraulic-Equipped

Day after day, month after month on the scheduled run—that's the real proving ground for brake performance, and that's where Lockheed Hydraulics have built their reputation as low-cost, high-profit equipment.

So definite, in fact, that many individual owners who first tried Hydraulics on one or more units of their fleet are now completely "Hydraulic-equipped." Quite naturally, the word got around, and bus and truck manufacturers are specifying Lockheeds.

HYDRAULIC BRAKE COMPANY
DETROIT, MICHIGAN, U.S.A.

LOCKHEED HYDRAULIC
Four BRAKES *Wheel*

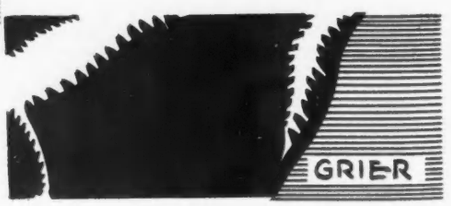
PROFITABLE RATES

THE question of freight rates is an outstanding problem of motor freight carriers, and one which must be competently handled if motor carriers are to build soundly for the future. Too often motor freight haulage companies lean upon others for the basis of their rates, blindly following the rates made by others in the hope of getting sufficient traffic to operate in the black. Very often, the difference between red figures and black in the profit and loss balances of motor carriers is due to the intelligence with which freight rates are constructed and applied. Fine services fail despite sound operating practices, adequate maintenance, good accounting and proper supervision because rates charged for transportation services are either too high or too low, or because rates upon certain articles or hauls are too high while in other cases they are too low. Proper construction of freight rates is a very important ingredient in the recipe for successful motor freight operation.

Before we turn our attention to ways and means of motor freight rate structures, let us examine the purpose for which motor freight rates are made. Motor carriers are not concerned with construction of a rate structure that is pleasing to the eye by its symmetry and orderliness, but with the hard, practical purpose of constructing freight rates that will serve several very definite needs.

In the first place, the rates charged must produce sufficient revenues to cover the true and complete costs of operation. That sounds like a truism but unfortunately an examination of rate practices of many motor truck operating companies and ex-operating companies indicates clearly that the rates charged by these companies have failed to meet this basic minimum requirement for successful operation, either because true costs of operation are not adequately determined

By G. LLOYD WILSON
(Traffic Manager and Traffic Consultant and now Professor of Commerce and Transportation, University of Pennsylvania)



This is the fifth article of a series dealing with motor freight transportation problems

ARE TRUCKING LAW

They Must Be Built on the Transportation Commandments of Meeting Expenses, Yielding a Profit and Ability of Traffic to Bear Them

or because operators have chosen deliberately to fly in the face of fate and facts and attempt to meet competition by charging rates below cost of operation. The more freight they haul under such conditions, the deeper they sink into the quicksands of loss until finally and inevitably they are drowned in the bog of red ink. Freight rates then, as a first minimum consideration, must cover adequately the costs of operation and maintenance, including depreciation.

It is not necessary here to analyze in detail the items of operating expense, maintenance and depreciation which must be covered in any adequate system of rate construction. It is sufficient here to emphasize the point that the rates must be adequate to cover:

Wages and salaries that are properly chargeable to operating the service, including supervision.
Total expenses incurred for gasoline, lubricating oil, and other expenses properly chargeable to motive power.
Garage expenses incident to operation.
Depreciation upon equipment used in all operating services.
Insurance upon operating property and equipment.
Costs of handling freight.
Insurance upon cargo transported.
Traffic expenses of advertising and solicitation of freight.
Costs of depreciation through wear and tear and through obsolescence.

These costs must be carefully compiled and translated into unit costs of operation per vehicle-hour, per vehicle-mile, per ton-mile, or per hundred-weight-mile so that adequate and accurate cost data may be obtained for rate computation purposes.

The second function of rates is to cover fixed costs of conducting the business of motor freight transportation, which while they do not vary in proportion to volume of traffic transported are real and hard facts of expense which must be reckoned with as items in any freight rate structure, if the rates are to cover total costs of conducting the service. These costs include:

Rentals paid for equipment or other property leased upon the basis of time.
Carrying charges upon property or equipment needed and used in servicing the public.
Insurance upon fixed property or equipment which is not chargeable to direct operating expenses.
Taxes, license fees or other charges paid to local, state or federal governments upon equipment, property, supplies or assets, or upon other basis of taxation or licensure.
Overhead costs and other expenses of fixed character.

After costs of operation and fixed expenses have been covered, an adequate freight rate structure should produce sufficient revenue to leave a balance adequate to pay a fair return upon the property devoted to the service and a reasonable profit. Motor truck transportation is a business and not pleasure venture. Operators spend their time and devote valuable property to the service of the public for hire and not for their health. There are healthier ways of spending one's time and investing capital than in motor trucks freight operations. The return should be adequate to pay reasonable wages of necessary and legitimate capital investment and to compensate for the inevitable risks of management.

After the general basis of freight rates has been worked out so that it can be reasonably expected to meet operating expenses and fixed charges, and yield a fair return and profit, charges must be apportioned among various items of traffic offered or potential traffic to be developed in such a way that rates will be placed upon each item of actual or potential traffic according to ability of the traffic to "bear the costs of transportation." The term "what the traffic will bear" has come to have an odious implication among those who take their transportation ideas on the run. There are many who earnestly but mistakenly believe that the term "what the traffic will bear" is another way of saying "all that the traffic will *bear*," or the last penny that can be wrung by a rapacious transportation company from a reluctant but impotent shipper. Nonsense! The term properly means that transportation companies tend to charge as rates for transportation prices which will develop the maximum amount of traffic for the carriers so as to yield the largest possible net return after covering costs of operation and fixed charges. It means apportioning rates among items of traffic so that shippers of the goods will be able to increase the volume of freight shipped to the point which will yield the carriers the largest net revenue. Adjusting rates to "what the traffic will bear" implies that rates will be reduced when necessary to increase traffic or increased if the volume of traffic becomes so great that carriers in transporting so large a volume of business tend to receive less net return upon transportation of the larger quantity of freight than they would for transporting a smaller quantity because of the tendency of the costs of operation to mount more rapidly than gross revenues after certain quantity limits have been reached. If we may lapse for a moment into language of economic science — for this principle can best be expressed in economic nomenclature—we may say that generally transportation is a business of increasing returns, until a certain limit is reached after which diminishing returns set in, when costs of transporting additional units of traffic tend to increase more rapidly than the return received for transporting them so that net profits are reduced or extinguished completely. If anyone thinks this is an economic exercise or scientific abstraction, let him try to reduce rates to a point where he is literally swamped with traffic at rates below the point where the revenues will cover operating expenses upon the volume of traffic transported, and he will soon discover that it costs real money to fly in the face of inexorable economic laws.

In determining what the traffic will bear the proprietor of a motor freight transportation company or the traffic manager cannot gaze upon a crystal ball and go into a trance and come out

with a rate per one hundred pounds or per ton or per truckload that mystically will yield the maximum net return. It is not so simple as that. Every commercial and transportation characteristic of each commodity transported or which the motor truck line seeks to transport must be analyzed, and rates made after these characteristics are studied from the point of view of the shipper, consignee and consumer as well as from the point of view of the motor freight operator.

Commercial characteristics which must be examined include:

Intrinsic value of goods per pound, per ton or other unit of measurement.

Use to which articles are put.

Value of the transportation service, measured by difference in market price of goods at the place from which they are shipped to the place at which they are received to be used or consumed.

Relative value of the commodity as compared with other actually or potentially competitive commodities.

Inherent qualities of articles, including susceptibility to spoilage and other factors.

Demand for the goods.

Ability of the industry to pay transportation charges upon the goods. This last item may appear vague at first glance, but it is a potent factor in reckoning rates in these troublesome times when certain industries are depressed to a greater relative extent than others, so that transportation companies must temper rate winds to protect shorn lambs.

Transportation characteristics of goods which must be considered in fixing freight rates upon various commodities include:

Cost of loading, unloading and handling various kinds of goods.

Costs of making pick-ups or deliveries at various locations.

Requirement of special equipment to handle and transport the goods, such as lifts or special types of trucks.

Need for refrigeration, ventilation or other services to prevent spoilage or damage.

Amount of space displaced by the goods in proportion to their weight, so that "light" goods may be charged according to amount of truck space and platform space required to transport and handle them, while "heavy" freight may be transported upon weight basis because a smaller space is required.

Type of packing or containers used to transport the freight, so that lower rates may be made upon freight in containers which adequately protect freight or which facilitate handling, while higher rates may be made for the transportation of the same goods in containers which do not adequately protect them, or which do not facilitate their handling.

Inflammable, explosive or other dangerous qualities of goods must be examined so that rates may be apportioned according to risk assumed by transportation companies in carrying and handling.

Danger or risk of damage to property or equipment of the carrier incident to handling and transportation of the property.

Risk of injury to employees in handling goods.

Quantity in which goods are shipped at one time—whether in truckload lots, in less-than-truckload lots, or in multiples of truckload lots.

Regularity of movement of the goods.

Seasonable or other variations in quantities of traffic offered.

Direction of traffic—whether a balanced movement in both directions or an unbalanced movement either in direction of predominating traffic flow or in reverse direction.

Distance shipments are to be transported.

Other special factors which are peculiar to certain commodities or shipments which either add to or decrease attractiveness of the traffic to carriers. Among such factors may be mentioned peculiar size or shape of shipments, requirement of C.O.D. service, necessity of guards upon trucks or platforms to protect goods, and other factors.

Although many of the factors about to be mentioned are reflected in operating costs, it is desirable to call attention to them separately because a motor freight traffic officer must be eternally on the lookout for these factors in constructing freight rates.

Effects of weather upon goods—either through increasing risk of spoilage or through interference with operation.

Condition of roads and streets over which routes lie, including condition of road or street surface, obstructions to traffic, detours and congestion.

Density of traffic—that is, the number of freight ton-miles of actual or potential traffic in proportion to the number of vehicle miles operated.

Assurance or possibility of obtaining return loads.

Concentration or distribution of locations at which pick-up or delivery services must be performed.

Competition

Even if there were no competitive agencies in the field, the task of fixing rates for transportation of goods in motor freight services would not be a simple matter because of complications incident to adjusting rates among shippers and commodities according to the principle of what the traffic will bear. Actually the task is greatly complicated by highly competitive conditions of the transportation field. A carefully adjusted rate structure may be made useless because of rates offered by rival carriers. It is not to be inferred from this statement that motor freight carriers or any other type of transportation company are justified in tossing all reasonable rate considerations out of the proverbial window as soon as competition knocks at the door. If a rate program or policy serves no other purpose it should raise the red flag of warning against rushing in to meet competition at rates that are unremunerative if not confiscatory—or to call a spade a spade—unprofitable if not ruinous. There is a time to solicit traffic aggressively and to adjust rates properly; and there is a time to refrain from seeking traffic at rates that do not earn a new dollar for an old dollar spent in its transportation, or worse yet, rates which return a dollar for a dollar and a half of out-of-pocket costs. That is the sure way to inevitable financial ruin.

Motor freight carriers must adjust rates to meet the reasonable demands of competition, but they must close their ears to the siren song of ruinous competition at inadequate rates if they are to navigate the narrow straits between the frowning financial rocks of Scylla and the whirlpool of Charybdis. This competition is furnished by: railroads, steamship lines, railway express carriers, parcel post service, common carrier motor lines, contract motor carriers, private or industrial motor trucks.

The situation is complicated by rivalry of manufacturers or distributors, and of sources of supply, which tend to draw carriers of different types and in different sections into a mad dance of competition.

Finally, but by no means last in importance or interest, is the question of regulation. Motor carriers are in a period of chaotic but constantly increasing regulation. A few local governments and many states prescribe not only the form in which motor freight charges are published but control, to a greater or less extent, rate bases and rate policies of motor carriers. These regulations are, of course, binding upon all motor freight carriers subject to jurisdiction of governmental bodies promulgating the regulations. Later articles on this series will discuss regulatory policies and practices of these bodies insofar as they affect rates and other traffic practices of motor carriers.

Lest there be any misunderstanding upon the subject, let it be clearly stated that rates for transportation of goods by motor freight carriers can not be worked out at a quiet desk by a traffic superman like an algebra formula, or a crossword puzzle or a contract bridge hand. Rate making is not an exact science; it is an art. Success is attained by careful attention to details of cost, nice adjustment of rates by exercise of discretion and discernment and by trial and error to produce revenues adequate to meet expenses of operation and management, to pay fair return for the operator's effort and capital and to avoid ruin by taking into consideration the competition which may and can be met legitimately. The freight rate lesson is a hard one but it is one that must be learned thoroughly by every type of transportation carrier.

After Hours

CONTINUED FROM PAGE 28

run its course investors will find that the common stock of railroads has been rendered permanently valueless.

This is a strong prediction which the Michigan Senator attributes to the rapid development of competitive means of transportation.

Our only thought is that if competition is going to bring about this deflation of railroad common stocks to the irreducible zero, to what extent will the motor freight carrier, as part of the competition, benefit by the catastrophe? Will the soundly managed motor freight organizations attract professional promoters? Will the holders of the worthless common stock become railroad enemies and will they be attracted by the promoters to invest in the expansion of motor freight organizations? Will the railroads control these organizations? Or will some smart railroad men get out of the railroading business, set up in the motor freight business and tell the railroads to "go whistle"? Will expansion result in private trunk highways for the exclusive use of motor freight transportation? Will—oh, finish the dream to suit your own ideas.

And at some future time we hope you may repeat the words of Byron: "I had a dream which was not all a dream."

—G. T. H.

Uniform Legislation Held Key to Full Reciprocity

Except in Cases of Clearly Defined Common Carriers, Free Movement of Vehicles Between States Should Not be Hampered, Says MacDonald

By Herbert Hosking

A MILITANT meeting of the Eastern Conference of Motor Vehicle Administrators in Washington (May 5 and 6) indicated that the truck industry should be flattered (and made wary) by the important place the commercial vehicle occupies in the thinking of the gentlemen who make the rules. The meeting of administrators produced:

1. A strong sentiment in favor of forming a national body of motor vehicle administrators, which would try to agree on problems common to vehicle operation in every state.
2. A resolution by Hon. Benjamin G. Eynon, commissioner of motor vehicles of Pennsylvania, asking the appointment of a committee of administrators to "meet with the representatives of motor vehicle manufacturers for the purpose of studying the relationship between automobile construction and accidents; to assure reasonably safe motor vehicles on our streets and highways . . . to study the effects of new developments, and to consider the entire question of the motor vehicle industry's responsibility in reducing accident hazards."
3. An important address by Thomas H. MacDonald, director of the Bureau of Public Roads, most of which was devoted to questions affecting truck regulation and taxation.
4. A review by Col. A. B. Barber, director of the National Conference on Street and Highway Safety, of progress in the adoption of uniform state legislation affecting the operation of motor vehicles.

With this background the Eastern Administrators staged their more intimate show which included (Act I) hearty indorsement of Mr. Eynon's resolution, after prepared discussion by Robbins B. Stoeckel, Connecticut's commissioner. Mr. Stoeckel's curtain speech chided the motor vehicle manufacturers for annually dumping in the laps of the "unprepared" commissioners a crop of new vehicles whose performance on the highways was a relatively unknown quantity. Mr. Stoeckel felt that the administrators should have more and better information, for example, on the effect of the possible adoption of free wheeling on trucks. Mr. Stoeckel's sales talk was so good that in addition to Mr. Eynon's resolution the administrators amended their sub-plot to include another requesting the U. S. Bureau of Standards to make available to them information concerning the safety features of lights, horns, etc.

In many respects Mr. MacDonald's speech was the big act of the conference. Liberal in tone, it laid clearly before the administrators the weighed experience of the Bureau of Public Roads in promoting reciprocity on truck regulation and in studying the effect of truck operations on the highways. Said Mr. MacDonald:

"I am not in sympathy with arbitrary restrictions even when traffic crosses state lines, and I believe that no limitations should be placed except upon clearly defined common carriers, such as buses or trucks operating on a fixed route. In such case I think it is entirely feasible to levy a tax on a vehicle-mile, ton-mile or revenue basis which shall be payable pro rata to each and to leave the annual license fees to be a variable factor whose importance might well depend upon conditions encountered in the individual state . . . I am very strongly of the opinion that the fullest possible degree of reciprocity should be obtained through state regulations."

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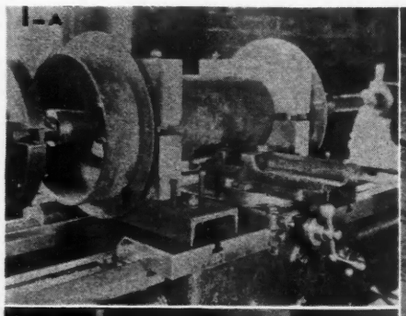
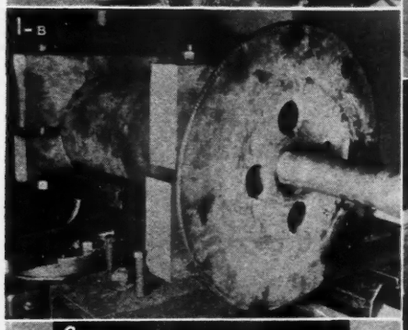
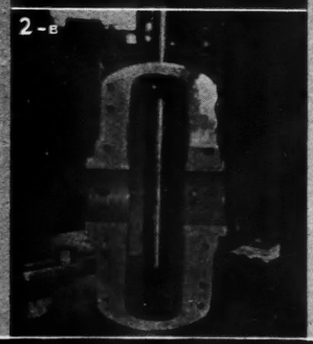
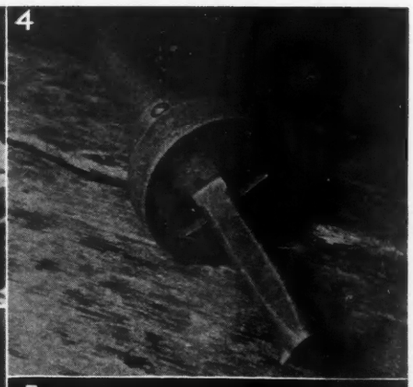
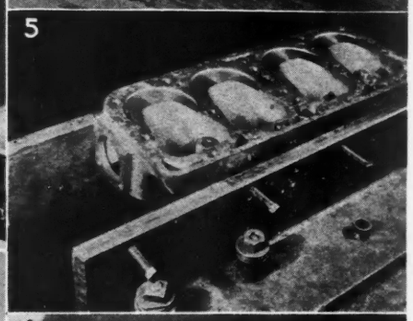
UTILITY CUTS PARTS

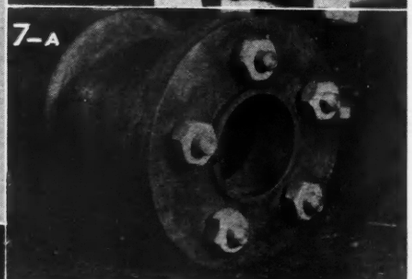


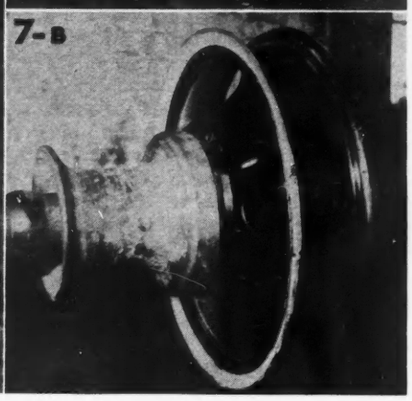












(The two groups of ideas, salvage and general, from the motor vehicle shop of the Philadelphia Electric Co., herewith presented, supplement those published in the May issue.)

By JAMES W. COTTRELL

Salvage

Fig. 1—Winch Drums

Winch drums are rebushed in a lathe with a special jig in 1 to 1¼ hours, compared with 4 to 5 hours for a less satisfactory hand job. The drum is bushed at each end and bushings bored in alignment to exact size by a boring bar carried on lathe centers.

The special jig supports the drum on the lathe carriage and feeds it across the boring bar fly-cutter. Two pieces of channel, shown in Fig. 1-A, are bolted to the carriage and they support two blocks of wood at each end.

The drum is set up by placing it over the boring bar and then putting the bar, with a cone on each end, in position on the lathe as in Fig. 1-B. Cones are forced into the drum bore to center it around the bar. In this position channels and wood supports are fastened in place about the drum, after which the cones are moved back.

Fig. 2—Winch Drive Housing

Salvage saves about $25 on each case. Winches take a terrible beating on line work and sometimes housings are cracked or broken.

Cracked feet of the drive housing are repaired by bronze welding and machining, Fig. 2-A. The hole is drilled or bored in a floor drill rigged as in Fig. 2-B and the top is faced by the tool shown at left in Fig. 3. A similar setup is employed for boring the housing through the worm shaft opening—Fig. 2-B.

Fig. 3—Tools

Left, facer used for machining flat surfaces on bronze welds about holes as in the winch drive case, Fig. 2-A. Center, standard fly-cutter. Right, special bit for boring holes in wood used as bolsters on pole trailer. The spiral wire removes chips.

COST WITH SALVAGE

Fig. 4—Offset Fly-cutter

This shop-made tool is used for a wide variety of boring and turning operations on parts which cannot readily be revolved in a lathe. A bar carrying the cutter is placed in a deep slot in the head and it is held at any desired position in the slot by opposed set screws.

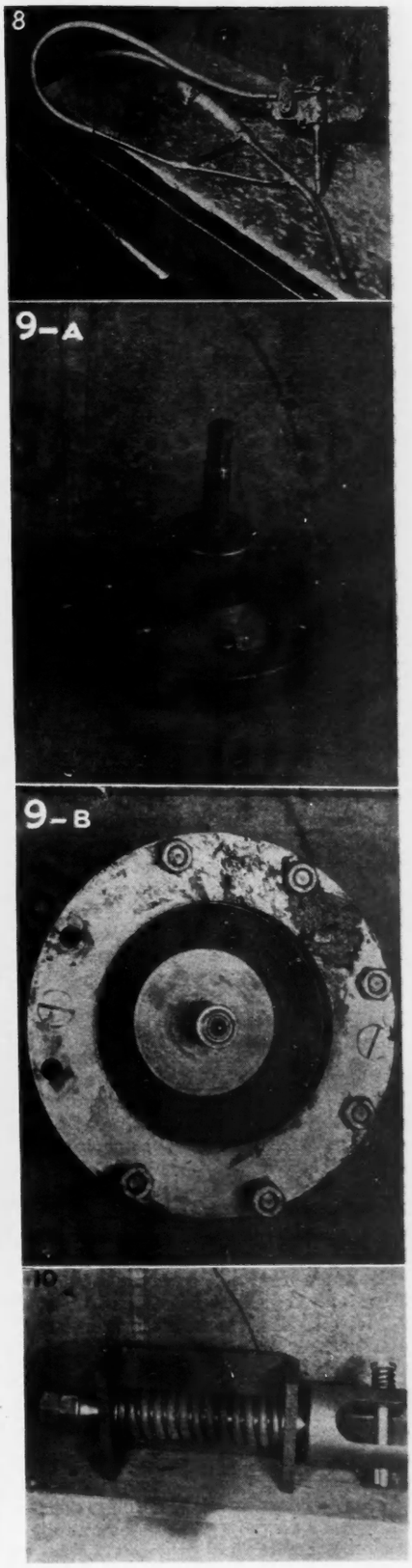


Fig. 5—Cylinder Heads

Warped or uneven cylinder heads are reclaimed by taking light cuts in a shaper. The jig for holding the head in position comprises two heavy angles which are bolted to the bed. Bolts and spacers, made of pipe or tubing, which are carried through the first and

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Do Diesels Have a Chance Against Gasoline Engines?

CONTINUED FROM PAGE 18

representatives of the American Petroleum Institute cooperating, to tackle the problem for the petroleum industry with the hope of clarifying the matter to some extent. Fuel cost is another important element for consideration.

The only acceptable basis for figuring fuel costs is to compare oil fuel and gasoline on prevailing bulk prices. Some early figures have shown a comparison between premium gasoline at pump prices with the cheapest grades of fuel oil in bulk. This type of computation can't possibly help the Diesel industry.

However, one of the most important elements in the price situation seems to have been overlooked entirely, except by a few individuals like Col. G. A. Green, who are doing their bit to put the thing on a sound basis—that's the matter of fuel tax. And it's a mighty important consideration, for ten states have a gasoline tax of 5 cents; five, 6 cents; sixteen, 4 cents; nine, 3 cents; and the rest 2 cents. Florida has a tax of 7 cents, while Mississippi has a tax of 5½ cents.

It is a delusion to expect that fuel oil will be tax-free if and when the automotive Diesel makes its appearance in some numbers on the highways. Legislators will not brook a depreciation in revenue in this lucrative field. If tax is taken into account, the prices of fuel oil and gasoline get closer together. Of course, the present disparity in price due to the tax differential is very attractive and is an important factor in business abroad.

Unless we know the actual facts from the refiners' point of view, pure logic is likely to lead to false conclusions. Too many people have argued and predicted dire results in the event that there is a heavy demand for Diesel fuel. What are the facts?

New Fuel Sources

Today there exists a condition of over-supply of crude oil. This was not the case some years back. Moreover, new sources of gasoline have appeared; the first is the development of new refining methods such as cracking and hydrogenation; the other is the tapping of natural gas sources which promise a generous addition to the available gasoline supply.

So much for the economy of the Diesel and trends in prices and taxes of fuel oil. An honest picture of the relative merits of oil and gasoline burning engines also necessitates a comparison of performance.

If there is one characteristic of motorized transport uppermost in the mind of maker and buyer alike—it is performance. You can generally define this in terms of acceleration, flexibility, power and smoothness, without going to further detail.

The Diesel was originally intended and designed for stationary use. Most of the early applications were in power houses and motor ships. Consequently, flexibility was never a factor—but torque characteristics, economy, long life and reliability were. It is, therefore, the opinion of many well-informed engineers that the automotive Diesel will demand a good deal of new research and considerable outlay for development if it is to compete on an equal basis with the gasoline engine's flexibility.

Judging from recent technical papers, only certain makes of Diesel engines now in production can meet the performance requirements of present-day heavy-duty trucks. At the last Transportation Meeting of the S.A.E., Col. G. A. Green described the results of a comprehensive test of a British Diesel engine in a G.M. bus chassis in direct comparison with an "equivalent" gasoline engine. Briefly, the Diesel failed to give fully comparable performance, particularly on acceleration tests. It did not produce the promised fuel economy because under conditions favorable to high power it smoked badly and when readjusted for a clear exhaust which favors economy, power suffered.

Colorless Exhaust

On the other hand, A. A. Lymans of the Public Service Coordinated Transport reports some highly successful results with another make of Diesel installed on a gas-electric bus. This engine had virtually a colorless exhaust, and specific fuel economy was about 60 per cent better than with the usual gasoline engine. Moreover, Mr. Lyman found the road performance to be quite comparable with that of a gasoline-driven vehicle.

These diametrically opposed conclusions simply prove the point that not all Diesels in production today are suitable for transport units. Great discrimination must be exercised in their selection for any particular use. No doubt, the impetus of the present drive will result in a greater variety of makes suitable for the exacting requirements of road transport.

With this perspective, let us analyze the economic place of the Diesel in the truck industry. The chief advantages are: Fuel economy and favorable torque curve. The suitability of present engines must be gaged by performance tests. It is in this high-production field that the most significant changes in design must come.

If, as suggested earlier, we look at the Diesel in the light of its potential technical development, what are the ideal objectives which might guide the designer? Easily the first of these is performance, comprising acceleration, flexibility and freedom from objectionable exhaust. Next in order of importance is weight per brake horsepower. This must, and in the opinion of many engineers can, be brought down close to weight of a gasoline engine.

We speak of high speed. What is high speed in automotive circles today? According to the COMMERCIAL CAR JOURNAL Specifications Table, maximum horsepower of truck engines is at 3600 r.p.m. in some cases, while 44 models range from 2500 to 3200 r.p.m. To match this, a check of European Diesels shows two makes running at 2000, one at 2500, one at 2200, and eight at 1800 r.p.m.

The problem of smoky exhaust is a serious one. Colonel Green found it decidedly objectionable during the course of his tests. However, W. F. Joachim and many others believe that this can be corrected by careful design. C. B. Dicksee concurs with this in his recent paper read before a joint meeting of English engineering societies and concludes that "the presence of thick smoke when only a moderate percentage of air has been consumed indicates that the method of searching out the oxygen is inadequate, that some parts of the combustion chamber are receiving an excess, while others are receiving a deficiency of fuel, and that an increase in turbulence or a change in nozzle design is called for." Again he says, "About 85 per cent of the oxygen appears to be the maximum which can be utilized and a clear exhaust be retained. By allowing a certain amount of color in the exhaust it is nearly always possible to obtain an increase in m.e.p. without too great a sacrifice of economy. For road work, however, a colorless exhaust is essential."

If the Diesel is to compare favorably with a gasoline engine on the basis of weight per brake horsepower, it is necessary to expend considerable effort in the direction of increasing the mean effective pressure (m.e.p.) In the battle for lower weight, the designer will undoubtedly call upon the strong, light alloys which are now so abundant. Perhaps the most useful of these might be the strong alloys of aluminum, magnesium and possibly beryllium. With the present practice of using centrifugally cast cylinder liners, it is perfectly feasible to have both crankcase and cylinder block of light alloys.

Smooth Operation

That the problem of smooth running may be satisfactorily solved is indicated by Mr. Dicksee in the following remarks: "An engine which will operate with perfect smoothness under a high load factor may show distinct signs of roughness when running under light loads. This experience appears to be fairly general, and is particularly noticeable under starting conditions and also when running light."

In considering performance, ease of starting is an essential factor if we are to consider the Diesel as a widespread development. Mr. Dicksee suggests, "The question of starting from cold is very greatly modified if some external source of heat is used to in-

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A Member of Congress Answers the Railroads

A Letter Written by
HON. CHARLES BRAND
(Representative 7th Dist., Ohio)
to W. W. Atterbury, President,
Pennsylvania Railroad

My dear General: Your letter of March 15th received and I recognize it as a well written statement of the difficulties and ambitions of the railroads. I recognize that the railroad business is at low ebb, that you have lost much business to the trucks, buses and water craft and that it is your right to take account of the situation and to make an attempt to improve your condition.

Your idea is to put the buses, trucks and water craft under regulation for a purpose that does not seem clear to me, for you disclaim any idea of raising the rates of these means of transportation as a result of regulation. I am unable to see the value of this regulation to you unless by this means you get rid of the low rates offered by your competitors.

And I venture to say that if regulation of trucks, buses and water craft comes about the Interstate Commerce Commission will find no way to protect the railroads and advance their revenue except to make rates uniform for all carriers.

This will force rates for buses, trucks and water craft very much beyond the cost of the service.

I do not know much about the cost of water craft transportation and it is hardly thinkable that the rates would be raised on water transportation to the level of the rates by rail, but I do know a little about the cost of carrying goods by truck.

A few years ago you took off the milk train which carried milk from my farms and asked me to find another means of transportation, and I bought a truck and called at the various farms and delivered the milk. You had been charging me 40 cents a hundred for delivering this milk, and I had to bring it to your stations, and after years of experience I find that I can collect this milk at the farms and deliver it for 20 cents a hundred, which is one-half of your rate.

It is argued by some that the trucks do not have to pay for a right-of-way and that the railroads do, but today this is, at least, a debatable question. The high gasoline taxes and the high license plate charges have changed that situation. On the main roads, which are the competitors of the railroads, we are spending annually about a billion dollars, and these same roads are yielding almost identically that amount from gasoline taxes and license plate charges, so the traffic is paying the entire cost of the main roads.

Should the rates charged by the trucks be raised to the rates charged by ————? That is the question in my mind—in order to avoid this unfair competition as you call it. I know this increase would not apply to the man who owns his own truck, but it would apply to all those whose business is not large enough or continuous enough to own his own means of transportation.

I would like to draw from my own experience again. I have been connected with a manufacturing plant that was worth many thousands of dollars a year to you, but your rates on short haul business have been held so high that you have lost a large part of that business. You retain the long haul business at rates about three times what you charged years ago, but under these circumstances we find ourselves developing plans to split our factory, locating so that practically all hauls will be short hauls so that trucks can handle the business.

My experience outlined is the experience of everybody.

The regulation of your rates by the Interstate Commerce Commission has made your rates so high that in effect an umbrella is held while your competitors take your business away from you and you are more or less retiring from the field at least of local transportation, both passenger and freight. You are closing up your small stations, discharging your agents at these points, discontinuing both passenger and freight service, and even in the larger stations reducing your force to one-fourth what it formerly was and depending upon your long haul business for your revenue.

When this revenue proves insufficient you come to the government and ask for higher rates and secure them. When these higher rates develop diminishing returns you come to the government and ask it to finance you and this is being done, with adequate security, I hope.

Now, shall we raise all transportation cost so to equal yours in the hope of protecting your revenue, or shall we ask you to reduce the cost of running railroads?

In looking up the salaries of the chief executives of the railroads I find they run about $75,000 a year. I suppose your other important officials are paid in proportion.

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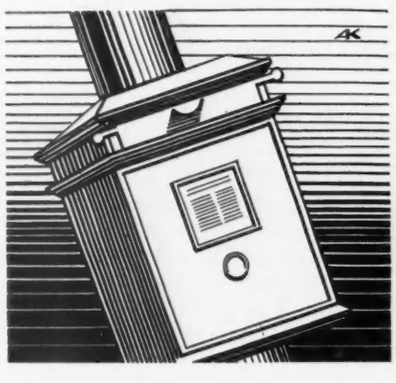
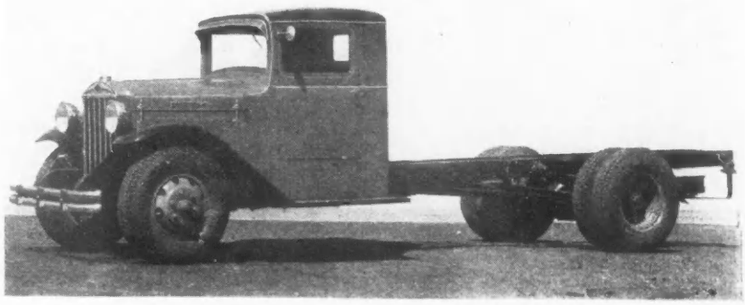
This is an important letter written by Congressman Brand of Ohio in reply to a lengthy presentation of the railroad attitude by General Atterbury of the Pennsylvania Railroad.

It is important not only because it is written by a Congressman who draws upon his own experience for his arguments, but because those arguments form the reason for the present popularity of trucks and for the need to protect them against ham-stringing legislation



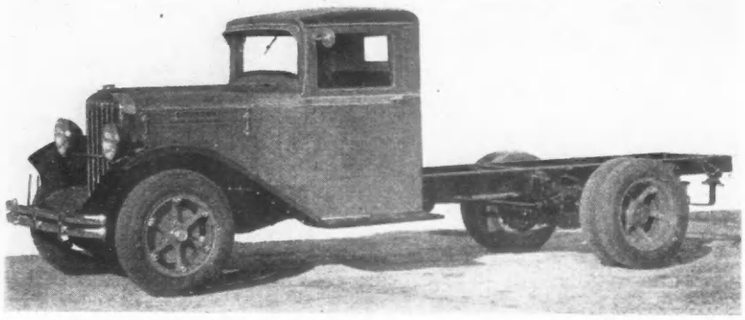
DIAMOND-T COMPLETES FIVE-MODEL LOW PRICE LINE

Prices Range from $595 for the 1½-Ton to $1,995 for the 4-Ton Model 510



Below: Model 240A of Diamond T's new low price line

Right: Radius rods are employed in Diamond T Model 510



+ See Specifications on page 60 +

IN addition to the new 1½-ton at $595, which already has lifted Diamond-T registrations for the first quarter to an increase over last year, the Diamond-T Motor Car Co. now announces four more sixes in the "under $2,000" field, including a 4-ton chassis of 18,000 lb. gross capacity. The leader of the line, the 1½-ton Model 210, was described last month on page 38, but was erroneously headlined at $795 instead of $595, the correct price.

The complete line now includes the 1½-ton Model 210, gross capacity 8500 lb. at $595, the lowest price truck ever put out by this company; 1¾-ton Model 240A, gross 10,000 lb. at $795; 2-ton Model 310, gross 12,000 lb. at $995; 3-ton Model 410, gross 15,000 lb. at $1,595; 4-ton Model 510, gross 18,000 lb. at $1,995. The characteristic smart appearance of Diamond-T products is carried out in this new line. Fender, hood and cowl lines blend gracefully into those of the cab.

Examination of specifications of these new models appearing on page 62 indicates generally the interesting manner in which this new low price line is built up. Besides maintaining Diamond-T standards, an unusual degree of uniformity of major units is carried through the line such as Hercules engines, Zenith carburetors, copper fin and flat tube radiators, Auto-Lite electrical equipment, Lockheed four-wheel brakes, Ross steering gears and Clark axles except in Model 510 where a Timken is used. Six-leaf helper springs also are standard on all models.

Model 240A is the heavier running mate of Model 210, described last month, having larger capacity frame, springs, rear axle and, of course, greater brake lining area. Its five-cross member frame is 7 x 3 x 7/32 in. and springs measure 42 x 2½ in. front; 53 x 2½ in. rear. The Clark full-floating bevel axle is larger. Brake lining area is 219 in. which is 33 sq. in. more than in the 210. This model is supplied in three wheelbases.

The 2-ton Model 310 is powered by a 3⅝ x 4¼ in. Hercules developing 68 hp. at 2400 r.p.m. General design and construction of this engine are identical with the powerplant of Model 240, which has a ¼ in. smaller bore. The engine is mounted in unit with a 11-in. Borg & Beck plate clutch and Warner Gear 4-speed transmission. In the standard 155-in. wheelbase model, five cross-members are employed in the 7 x 3 x 7/32 in. frame; additional members are used as required in the longer wheelbase models.

The 3-ton Model 410 employs a Hercules 3¾ x 4½ in. WXB six, developing 69 hp. at 2400 r.p.m. mounted in unit with a 12-in. Borg & Beck clutch and a 4-speed Covert gearset. Power is carried through a two-piece Spicer driveshaft to a full-floating bevel Clark axle. The chrome nickel steel frame has 6½ x 3 x ¼ in. side rails reinforced at the center by fish plates. This model is provided in five wheelbases.

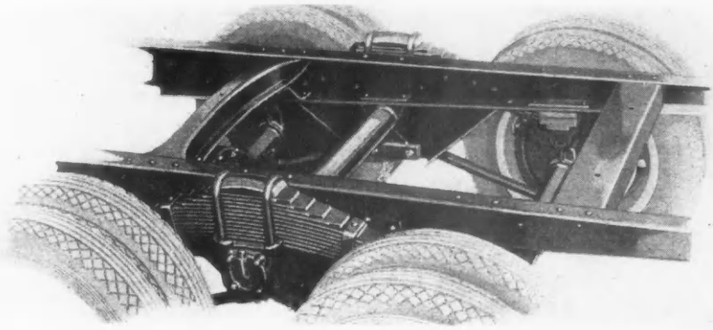
Five Diamond-T Low-Price Sixes

Model	Tonnage Rating	Price	Displacement	Frame Depth
210	1½	$595	228	6⅛
240A	1¾	795	228	7
310	2	995	263	7
410	3	1,595	298	6½p
510	4	1,995	339	6½p

Model 510 is similar in design to Model 410, differences being confined principally to power and size of units employed. The engine, identical except for ¼ in. larger bore with the engine used in the 3-ton model, is a Hercules WXC 4 x 4½-in. six developing 76 hp. at 2400 r.p.m. It is mounted in unit with a multiple-disk Covert clutch and a Covert heavy-duty 4-speed transmission. A two-piece propeller shaft with Spicer joints provides drive to a full-floating spiral bevel Timken rear axle. The hydraulic braking system is amplified by a large size B-K vacuum booster. A chrome-nickel steel frame with fish plates is standard in all wheelbases—two standard of 158 and 168 in. and four options from 131½ to 186¼ in.

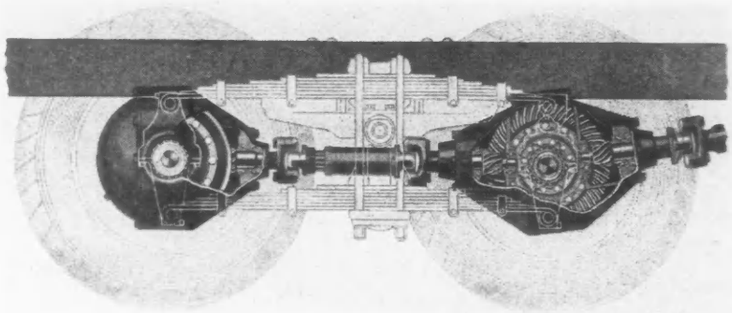
Special Diamond-T cabs with crank controlled windshields and windows have been designed for each model. Standard equipment includes speedometer and heat indicator in addition to the usual items. Chrome-plated radiator guards also are standard equipment in the two larger models.

Dodge Puts Third Axle On Three Four-Wheelers



New Six-Wheelers Range from $875 to $1,260 and 1½ to 4-Tons in Capacity

Left: Assembly of driving and driven axle in Dodge 6-wheelers



Below: Both rear axles in Federal A-600D are bevel driven

+ See Specifications on page 60 +

DODGE BROTHERS CORP., division of Chrysler Motors, has supplemented its four-wheel models in the 1 to 3-ton range with three two-wheel drive, six-wheel models. They comprise Model UGS-50, a four-cylinder job, having payload capacity of 1½ to 3 tons and priced at $875; Model GS-50, a six-cylinder chassis of the same capacity, listed at $935, and Model GS-55, another six, rated at 2 to 4 tons and priced at $1,260.

Models UGS-50 and GS-50 have a mean wheelbase of 153 in. and are counterparts of present Dodge four-wheel Models UG-30 and G-30, respectively, with the following exceptions: Frames are of heavier construction at the rear with bumper supports over trailing axle; 15¼-in. fuel tank is mounted outside of frame at right; service brakes are six-wheel hydraulic, vacuum booster actuated; drums are cast iron, 12-in. diameter in front and 14 in. in both driving and trailing axles.

Model GS-55, developed from the present four-wheel G43 model and having a mean wheelbase of 158 in., follows the same general lines of six-wheel construction embodied in the two lighter six-wheelers except for a heavier frame, which is the same as in the four-wheeler, 8⅛ x 2 51/64 x 11/64 in.

Inverted semi-elliptic alloy steel springs, 43⅜ x 3-in. nine leaves, are U-bolt clipped to trunnion mounting on a 3½-in. steel tube riveted to the frame. Spring ends are bolted above driving and trailing axles. The trunnion is connected by torque rods extending to the under side at each end of each axle. Torque reaction of the driving axle and brake reaction of both axles are carried through these torque rods directly to the frame. The design is also claimed to maintain constant traction for the driving axle regardless of whether the truck is going forward or backward.

Federal Drives 600's Three Ways

Line Comprises Four 4-Wheelers and Two 6-Wheelers, One 2-Wheel Driven

+ See Specifications on page 60 +

A COMPLETE new series of trucks, with the basic designation of A-600, has been developed and is being produced by the Federal Motor Truck Co. The series consists of four models of conventional four-wheel design and two six-wheel trucks. With the exception of rear axles and minor details all models of the series are identical, with the exception, of course, of such items as frame dimensions, springs, etc.

The four-wheelers are rated at 3 to 3½ tons with the exception of Model A-600, which is rated at 2½ to 3 tons. The prices are as follows: Model A-600 with Clark bevel rear, $1,750; Model A-600T, Timken bevel rear, $2,045; Model A-600TW, Timken worm rear, $2,180, and Model A-600TDR, Timken double reduction, $2,180.

The six-wheel units, rated at 4½ to 5 tons, are of two types. Model A-600SW, priced at $2,395, has an idle axle ahead of a single bevel gear drive rear axle, while Model A-600D, listed at $2,795, employs both rear axles for driving purposes. In the latter, drive is by spiral bevel, with an extra pinion at the rear of the forward axle for driving the rear unit.

Powerplants are more powerful than employed previously in this tonnage class. The engine is a 3 11/16 x 4½-in. Continental E-600 developing 73 hp. at 2600 r.p.m. Transmissions are improved and have anti-friction bearings throughout including the reverse idler. On the new trucks unusually deep fish-plates are provided on the frames at no extra cost. On the six-wheel units these fish plates are 14½ in. deep and of ¼ in. stock.

Spicer Adds Auxiliaries And Two Power Take-Offs

To increase the capabilities of trucks is the purpose of three new auxiliary transmissions and two companion power take-offs which the Brown-Lipe Gear Division of Spicer Mfg. Co. has added to its line.

The three auxiliaries, all of amidships-mounted type, include Model 222, which furnishes a direct drive and a reduction, which may be used as an overdrive or underdrive, and Models 603 and 703 which provide a reduction, direct drive and an overdrive. Take-offs for Models 603 and 703, which bear the corresponding model numbers, are of the top-mounted type and are assembled to the auxiliary transmission by removing the shifter housing assembly. Both top-mounted take-offs provide two speeds "forward" and a reverse and are designed to transmit full engine torque.

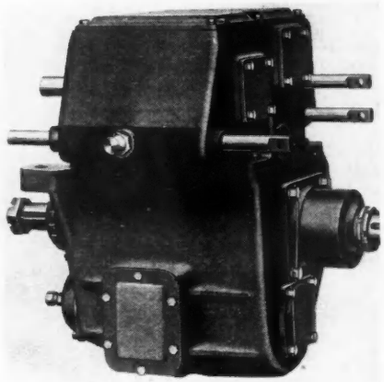
Model 222 auxiliary, designed for torque of 465 ft. lb. at 500 r.p.m., has one large S.A.E. take-off opening on left side, viewed from the rear. Ratios are direct and underdrive ratio of 1.52 and engagement is effected by a sliding clutch gear. Both front and rear shafts are carried on annular ball bearings. A speedometer aperture in the rear mainshaft bearing cap is standard and an 8¼-in. brake drum is furnished as optional equipment.

Auxiliary Models 603 and 703 are similar in design, the former being intended for 250 ft. lb. torque in overdrive at 1000 r.p.m. and 473 in underdrive at 500 r.p.m., while corresponding figures for 703 are 450 and 1280 ft. lb. respectively. Model 603 furnishes a reduction of 2.25, direct and overdrive of .67, and Model 703 is geared 2.62, direct and .747. Torque ratings of the three are nominal and subject to approval for installation in individual truck models.

Roller bearings are used throughout on Model 603, including front and rear shafts and countershaft. Ratios are engaged by internal-external gear-type clutch for direct and sliding gears for low and overdrive. Speedometer aperture is furnished in rear mainshaft bearing cap. Two standard S.A.E. large take-off openings are incorporated in the case, one in each side, these being in addition to the top-mounted full torque take-off assembly.

Model 703 auxiliary gear box employs annular ball bearings on main and countershafts. Gears are engaged in the same manner as in Model 603 and speedometer drive and take-off openings also are similar.

Top Mounted Take-Offs Provide Two Speeds Forward and a Reverse



Take-off in the new Brown-Lipe auxiliary is top mounted by removing shifter housing

A main frame control is available for both Models 603 and 703. It can be mounted on pad on control cover of standard transmission or on a cross member.

"I Wish I'd Rented Trucks Years Ago"

CONTINUED FROM PAGE 16

Under the fuel economy bonus plan drivers are compensated for reaching or exceeding a predetermined mileage per gallon. This plan was put into effect when trucks were averaging 6 and 7 miles to a gallon of gasoline when the expectancy was 9 to 10. So now drivers get 50 cents the first month they hit the mileage estimate and 50 cents additional each month thereafter until the accumulation reaches $2.50. Once this sum is reached the driver receives $2.50 so long as he continues to hit the fuel mileage estimate. And as in the case of the accident bonus he is penalized by being compelled to go back to the 50-cent base when he turns in a month's record below the estimate.

As a result of these bonus plans drivers are shutting off motors when they make stops and driving carefully to avoid accidents. They have before them the objective of $7.50 extra each month from an outside source.

Combined with these incentive plans, drivers are called together periodically. The party is at the expense of Universal Truck Rental Corp. and in connection with it they are instructed in such matters as will tend to make them better drivers.

In thus dealing with drivers—the important human element in his rental plan over which he has no direct control—Mr. DeLisser practices a business philosophy which his nine years as a dealer have found successful. "Make business a game," is his creed, "and appeal to the pocketbook."

Nightly storage of rented trucks has been ideally arranged in the Universal set-up. Operators consider it objectionable if the storage space is remotely situated from their business establishments. It means lost time and wasteful mileage. In making his storage arrangements Mr. DeLisser was not hampered by a DeLisser-owned garage which needed filling. Consequently, in dealing with the problem he strove for a solution most agreeable to the operator. And since there could be no agreeable solution without convenience, he arranged for storage space in three strategic locations in Manhattan: Uptown East, Midtown West and Downtown. (Refer to aerial photograph.)

As operators are added by Universal they will be assigned, whenever convenient, to these garages. Other storage points will be added when expansion calls for them. Flexibility of the organization makes it possible even to use the garaging facilities of an operator who has been won over to the rental idea. One of the present storage points is such a case. Universal simply enters into a separate contract with the operator for storage space.

Garages are selected not only for their storage space but also for their shop equipment.

The service crew consists of two men. They visit each garage every other night. They carry such tools as are necessary for preventive maintenance, adjustments and minor repairs. Emergency service is available to the operators day and night. If a truck is to be overhauled, or if it has been badly damaged in an accident, it is taken to the DeLisser Motors service shop at First Avenue and Ninety-fifth Street. For such work DeLisser Motors bills Universal as it would any other customer.

Universal now has 14 rental customers operating 46 trucks, varying from de luxe town car delivery equipment to furniture vans.

TIMKEN TRAILER AXLES

Today's Design for Today's Traffic . . .

Timken, first in modernizing trailer axles engineered for approved standard types of brakes, introduces tubular axle beams.

MORE RIGIDITY

— less deflection of axle beam. Deflection causes irregular tire wear. Deflection depends on "moment of inertia", which is much greater in tubular sections than in other sections of beam commonly used.

MORE STRENGTH

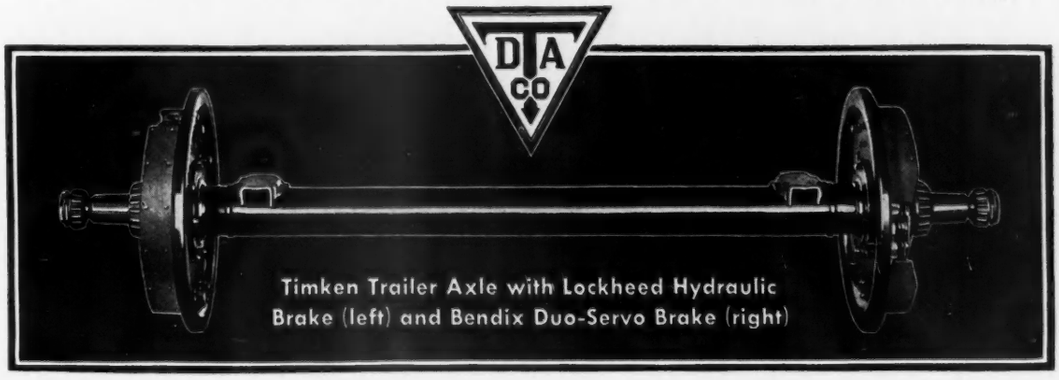
— the tubular construction of axle beam, as followed only by Timken, offers more torsional strength than axle beams commonly used. The disposition of metal in the beam makes for maximum strength values.

LESS WEIGHT

— capacity for capacity, Timken tubular axle beams weigh much less than other types of axle beams.

Timken Axles are also available for brakeless trailer conversions as factory engineered units in conjunction with Bragg-Kliesrath or Bendix-Westinghouse Power Brake units through authorized distributors of those companies.

THE TIMKEN-DETROIT AXLE COMPANY, *Detroit, Michigan*



Timken Trailer Axle with Lockheed Hydraulic Brake (left) and Bendix Duo-Servo Brake (right)

AUTOMOTIVE FLASHES

S.P.A.R. to Help Sales

Certain sales activities on all vehicles manufactured by Studebaker and its subsidiaries will be combined in the newly formed S.P.A.R. Sales Corp., of which Paul G. Hoffman, vice-president of the Studebaker Corp., will be president. This new corporation will make available to Pierce-Arrow, Rockne and S.P.A. truck dealers the facilities of the 18 branch offices formerly serving Studebaker dealers only.

Fruehauf Spreads

Four new factory branches, bringing the total to 15, have been established by the Fruehauf Trailer Co. They are located at Omaha with A. W. Peters in charge; Grand Rapids with Carl C. Gibson as manager; Jackson, Mich., with A. B. Hart, and Buffalo under M. J. MacQuarrie.

1931 Ford Loss

Statement of the Ford Motor Co. for year ended Dec. 31, 1931, recently filed in Massachusetts, showed in the profit and loss account a decrease (or indicated loss) of $53,586,000 after dividends. This compares with indicated earnings of $44,460,823 in 1930 and $81,797,861 in 1929.

Turns to Dodge

DeLisser Motors, Inc., formerly New York City's leading Ford dealer, has given up his Ford franchise and taken on that of Dodge and Plymouth. Horace E. DeLisser, president, is well known for his truck activity. His truck rental setup is described in this issue.

To Make Money Work

Alfred P. Sloan, Jr., president, General Motors Corp., is one of the committee of 12 named by Governor Harrison of the Federal Reserve Bank of New York to "consider methods of making the large funds now being released by the Federal Reserve banks useful affirmatively in developing business."

Expando Manual

A 40-page manual, outlining how manufacturers, wholesalers and dealers can profitably employ sales trucks to increase sales and cut sales costs has just been published by the Expando Co., 105 W. Adams St., Chicago.

April Truck Sales

April factory sales of trucks made in U. S., according to the Bureau of Census, were 27,141, compared with 19,560 in March, 50,022 in April, 1931, and 71,092 in April, 1930.

Flares for Trucks

Flares, known as Centralite, are being offered by the Central Railway Signal Co., Inc., Newton, Mass., to motor carriers for protection against highway collision in cast transports are stalled in dark or fog.

Unfilled Orders

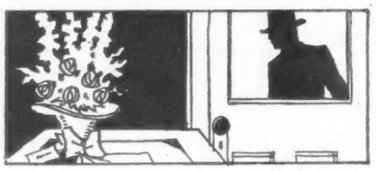
Decided improvement in sales is reported by Sterling Motor Truck. The company entered May with more unfilled orders than any other time since spring 1930.

Keeps Record Up

Reo Speedwagon sales during April exceeded by 5.5 per cent the total set up in April, 1931. This is the tenth consecutive month that Reo sales exceeded those of the corresponding month last year.

Stepping Up

A gain of 33 per cent in sales for April over March was reported by E. J. Bush, vice-president of Diamond T Motor Car Co. A marked increase in export demands is also reported by Mr. Bush.



PERSONNEL CHANGES

✪ Carl Parker has been named head of the truck division of the Reo Motor Car Co. He was previously in that capacity for many years. Mr. Parker, until recently, was associated with Federal Motor Truck as supervisor of branches.

✪ Harry Vested, for many years distributor of Trailmobile and Lapeer trailers, has joined the B & J Trailer Co. in charge of national accounts and fleet owner distribution.

✪ M. L. Pulcher, president of Federal Motor Truck Co., has assumed active charge of sales following the resignation of Henry Krohn, former vice-president in charge of sales.

✪ W. J. Kersler succeeds G. H. Ribble as Dodge Brothers truck representative in Portland, Ore. Lee L. MacLellan received appointment as truck representative of the Minneapolis zone, succeeding Frank A. Smith, who has been transferred to Chicago.

✪ W. A. Knuckey, who has been with the Fageol Motor Truck Co. for 12 years in a sales capacity, has been appointed vice-president and general manager of the San Francisco, Calif., branch. He replaces temporary manager W. J. Mildrum, who has been transferred to the Philadelphia branch.

✪ "Bill" C. Mullin, president of William C. Mullin, Inc., Lancaster, Pa., distributors of Dodge products, has sold his interest in the firm to Thornton Fuller Auto Co., Philadelphia. Mr. Mullin, old-timer, has no plans for immediate future.

✪ J. F. O'Shaughnessy, general manager of the tire department of the United States Rubber Co., has been appointed vice-president in charge of sales of the company's entire group of products.

✪ H. C. Howard, formerly Chevrolet zone manager at Amarillo, is now zone manager at Indianapolis, succeeding G. R. Browder, who has been assigned other duties with General Motors.

✪ W. J. Graveson, formerly Boston city sales manager, was named manager of Portland, Maine, zone, succeeding F. J. Hackett, assigned to other duties. E. W. Berger succeeds Graveson in Boston.

✪ Walter E. Shanahan succeeds J. D. Burke as Dodge Brothers New York Regional truck representative. Mr. Burke was recently named director of truck sales at the factory.

✪ L. J. Ouellette, formerly assistant advertising manager of Dodge Brothers Corp., has been named assistant to A. vanDerZee, general sales manager.

✪ W. L. Barth has taken over the work of R. C. Koehler, who has resigned as assistant director of service for the General Motors Truck Co.

✪ D. W. Downey has been appointed vice-president of the Fargo Motor Corp. in charge of railway sales.

✪ James J. Newman has been named as assistant to James D. Tew, president of the B. F. Goodrich Rubber Co.

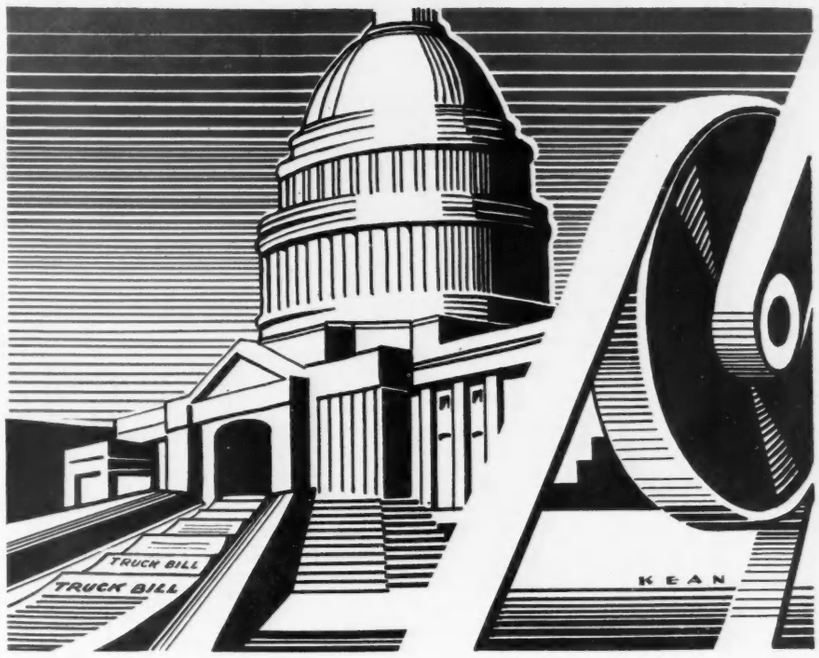
✪ James E. Hale of Firestone Tire & Rubber Co. was chosen president of the Tire and Rim Association, Inc.

✪ Glenn A. Sanford has been named sales manager of the Motor Wheel Corp.

✪ Milton A. Holmes, sales manager of Reo's truck division, has resigned.

A Service for Readers

Commercial Car Journal is prepared to serve readers who desire legislative information pertaining exclusively to motor trucks. State your problems clearly and in detail and address your communication to the Editor. Replies will be mailed as quickly as the information can be procured.



LEGISLATIVE MILLS GRIND SWIFTLY AND EXCEEDINGLY ROUGH

THE Wisconsin legislature handed a "lemon" to the public service commission to administer in the form of the so-called ton-mile truck law, which, after employing several months and a large staff of inspectors and clerks to solve, has been practically nullified by a paragraph in the State Supreme Court decision on the case.

Justice Walter C. Owen's written opinion gave approval of the constitutionality of the act, denied the Wisconsin Allied Truck Owners an injunction, and authorized the public service commission to proceed—but the following important statement regarding exemptions on weights by Judge Owen has virtually closed the case, and limited its enforcement to less than 4000 trucks and under 1000 trailers.

"We know that the legislature intended to exact a ton-mile tax from some trucks but not from all trucks. The language used in the statute indicates that it is intended to exempt trucks having a net weight of 6000 lb. It appearing so clearly in other parts of the act that the term weight is used to indicate the net weight of the truck as distinguished from the net weight of the truck plus its carrying capacity, we feel that as it is used in the exemption provision it must be so construed. We are therefore forced to the conclusion that sec. 194.16 does not apply to any trucks which did not have a net weight in excess of three tons, and the expression 'aggregate weight of such units' as used in the exemption obviously means the net weight of the combination."

Tracing back to the beginning of the enforcement attempt, the commission sorted over the licenses issued to 124,000 trucks in 1931, and found that 30,667 of them apparently belonged in the lists subject to their interpretation of the law on weight limits. When returns were in on those 30,667 trucks certain definite exemptions stated in the law further reduced the taxable number. Such points as travel within the limits of cities and villages only, trucks carrying farm produce from production point to primary market, and similar clauses eliminated a number from this original group.

At any rate, when the court handed down its decision the commission had collected $5 fees for permits under the law from owners of 14,200 trucks and 645 trailers. These fees were turned into the general fund for highway maintenance later. However, the court decision removes all but about 4000 trucks on the net weight exemption. This means that the State must return nearly $50,000 in permit fees and stands to collect, at the average mileage tax of $50 per truck, about $20,000 or so in taxes.

This meant the dismissal at once of 37 clerks and inspectors. Inspection is impossible, if not impractical, under the decision, because to determine the net weight of a truck on sight is difficult. The little joker in the decision upset the entire plan fixed by the commission to interpret the ideas of the legislature, and now the principal goal in sight by railway brotherhoods and other ton mile taxers is to draw up a new bill for amendment of the present law when the 1933 legislature meets in January.

Several officers of the commission have admitted that the original law is a Jonah, and the court decision not only defeats the law as it stood, but renders its partial enforcement wholly unfair if based on actual load weights on highways.

For instance, a truck may weigh 5999 lb. and load up with three tons freight, making 11,999 lb. The tax is based on net truck weight, so this truck goes without an odometer or a mileage tax. Another truck may weigh 6010 lb. and load up with the

same freight tonnage, which would be 12,010 lb., or only 11 lb. more than the first truck carries. But this truck must pay a tax because of its overweight above the limit of exemption. And furthermore, it must pay the mileage tax not only when running loaded but when running empty as well. One goes free and the other pays a tax, with only 11 lb. difference.

Farmers manage to force the commission through extra legislative pressure and hearings to exempt all rural commodity carriers, and that position was amply sustained in the court decision. That was regarded as such a victory that the commission was relieved of considerable concern over rural opinion; but the new and final blow came with the court order, which not only exempted farmers but exempted 75 per cent of all the trucks listed in the files due for a generous milking.

The victory came somewhat as a surprise for the attorneys for the truck owners also, because they made but a slight and minor mention of the net weight point in their brief. Whether with this sad experience the 1933 legislature will tackle the truck problem freely or not remains to be seen.

The ton-mile tax rates provided by the law are as follows:

Gross Weight of Vehicle	Tires: Pneumatic	Tires: Solid
7 tons or under	$0.001	$0.002
Over 7 to 8, inclusive	.001125	.00225
Over 8 to 9, inclusive	.00125	.0025
Over 9 to 10, inclusive	.001375	.00275
Over 10 to 11, inclusive	.0015	.003
Over 11 to 12, inclusive	.001625	.00325
Over 12 to 13, inclusive	.00175	.0035
Over 13 to 14, inclusive	.001875	.00375
Over 14 tons	.002	.004

ARKANSAS

The Arkansas law taxing the intrastate revenue of an interstate operator was upheld in a decision handed down by the Supreme Court of Arkansas. The law levies a 4 per cent tax on the gross revenue of for-hire truck operators.

CALIFORNIA

An Initiative Petition, filed with the California Attorney-General and proposing to amend the State Constitution so as to increase fees for commercial vehicles and reduce allowable weight and size, is being circulated to obtain 150,000 signatures. If these are obtained the amendment will be voted on Nov. 8, and, if passed, become effective Jan. 1, 1933.

The petition seeks to impose a tax on vehicles transporting property "for private gain," whether operating within or without municipal limits, of $25 for those up to 3000 lb. gross weight, and $2 per 100 lb. gross weight in excess of 3000 lb. This tax to be in addition to the 5 per cent gross income tax and/or registration fees now imposed.

Also to fix the maximum length of any vehicle or combination of vehicles at 35 ft., and maximum gross weight of any vehicle or combination of vehicles as 22,000 lb.

It would also fix penalties for overloading at $4 per 100 lb. of gross weight in excess of registered weight, and for over-length at $1 per inch of length in excess of 35 ft. If penalties are not paid when directed by court, then vehicle and load may be seized and sold by the state.

The petition makes a play for automobilists' support by proposing a gasoline tax reduction from 3 to 2 cents.

KENTUCKY

Kentucky has passed new size, weight and speed restrictions, prohibited full trailers and imposed drastic regulations and high mileage taxes on common and contract carrier trucks. Weight provisions become effective Jan. 1, 1933, and other provisions June 18, 1932.

Restrictions are as follows: Size—Height, 11½ ft.; width, 96 in.; length, including load, single unit 26½ ft., semi-trailer combination 30 ft.

Weight—Any truck or semi-trailer combination is limited to 18,000 lb. gross. Authorities may reduce weight whenever highway conditions require.

Trailers—All trailers are prohibited.

Speeds—30 m.p.h. for gross weight of 5000 lb. or more; 40 m.p.h. under 5000 lb.; within municipalities 20 and 25 m.p.h. respectively. Authorities may reduce speeds if conditions require.

Governors and Lights—Trucks and semi-trailer units must be equipped with governors and with stop lights. Units over 84 in. wide must have clearance lights.

Municipal Registration—Cities and incorporated towns are empowered to issue registration plates, charge fees and to establish size, weight and speed restrictions for units operated intracity or intratown. They may also permit trailers.

The regulatory law exempts trucks weighing unladen less than 5500 lb.; trucks owned or leased by a non-profit cooperative association carrying only property of the association or its members; vehicles carrying only property of owner, or vehicles not usually "for hire" but making occasional trips to transport another's property.

All other "for hire" common and contract carriers are placed under the authority of the State Tax Commission. Common carriers must obtain certificates of convenience and necessity, granted only after public hearing, and must file bond or take out insurance to protect patrons and public, and post bond to guarantee payment of fees, etc. The commission may prescribe common carrier routes, operating schedules, rates, uniform system of accounts and require filing of reports or fix other requirements believed necessary.

Contract carriers must obtain a permit, must file charges, rates, etc., and bonds or insurance policies the same as common carriers. Contract carriers are forbidden to "give or cause any undue or unreasonable advantage or preference" to those they serve "as compared with the patrons of a common carrier" or "by unfair competition to destroy or impair the service or business of a common carrier." Whenever complaint is made of a violation of this section the commission may prescribe rates and classifications to remove such violation.

The following truck fees are fixed, in addition to fees now charged: When unladen weight exceeds 5500 lb. but not 3 tons, ½ cent per mile, and an additional ½ cent per mile for each ten or fraction thereof in excess of 3 tons. Interstate trucks, not paying Kentucky registration fees, shall pay 30 per cent over the above mileage fees, and when solid-tired, 50 per cent over.

NEW JERSEY

New Jersey has adopted a law, effective July 1, 1932, under which a non-resident operator of any motor vehicle, including one operated "for hire," is granted the same privileges with respect to operation in New Jersey under the plates of his home state that a New Jersey operator is granted in the home state of such non-resident operator.

NEW YORK

Temporary and permanent increases have been made in New York license fees on commercial vehicles. Under the permanent increases, applying to new vehicles first registered or used vehicles re-registered on or after July 1, 1932, trailers will pay 100 per cent over fees now paid and semi-trailers will pay 80 cents per 100 lb. net weight instead of $4 per ton gross weight as now paid. Storage battery electric vehicles will pay 50 per cent over present fees.

Temporary increases apply to omnibuses, storage battery electric vehicles—50 per cent over permanent fees and all other vehicles—65 per cent over permanent fees. The temporary vehicles apply to vehicles first registered or re-registered on or after July 1, 1932, for any of the period commencing on July 1, 1932, and ending Dec. 31, 1933, vehicles registered during 1932 need not re-register until March 1, 1933.

Beginning July 1, 1932, the allowable length of combinations is reduced from 85 feet to 65 feet.

SOUTH CAROLINA

The South Carolina gross receipts tax on interstate motor carriers was held unconstitutional by a Federal District Court after hearing the case of Nutt vs. Ellerbe, et al., involving a revenue tax of $813.84. The tax, imposed by the 1931 Legislature, was declared invalid insofar as it applied to interstate operators because it includes taxation on interstate gross revenue as well as on intrastate and therefore constitutes a direct burden on interstate commerce.

The act provided that each for-hire carrier shall pay a tax on its gross revenue calculated on the proportion existing between the gross income of such carrier and tax administration costs of the Motor Transport Division. The court implied that had this tax on the revenue of interstate carriers been restricted in application only to that portion of revenue derived from operation within South Carolina it would have been constitutional.

The court further held that the 1925 Regulatory Act is invalid as applied to contract carriers because it exempts "farmers and dairymen hauling farm products, and lumber haulers engaged in transporting lumber and logs from the forests to shipping points."

TEXAS

The Texas law regulating the size and weight of loads of commercial vehicles operating over Texas highways has been sustained by the United States Supreme Court. The 7000 lb. net load provision, therefore, stands.

VIRGINIA

Virginia has enacted new legislation dealing with size and weight restrictions, common carrier regulation and taxation

Size—Width, 96 in.; height, 12½ ft.; length, single unit, 33 ft., combination, 45 ft. (The previous combination length was 85 ft.) Combination length will not apply to two-unit combinations now registered and operated with the permission of the State Highway Commission or to three-unit combinations now registered and having a gross weight of not over 20,000 lb., until April 1, 1934. Only one trailer will be permitted, except that semi-trailer units towing one trailer now registered may continue, with the commission's permission, until April 1, 1934.

Weight—One axle, 16,000 lb. gross; 4-wheel vehicle, 24,000 lb. gross; 6-wheel vehicle, 35,000 lb. gross. (Dual wheels shall be counted as two wheels). 40-in. minimum axle spacing specified.

Taxation—Private Trucks—Registration fees on 1-ton or less, 1½-ton and 2-ton private trucks remain the same at $15, $20 and $30, respectively. From there on fees have been increased, ranging from a fee of $50 on a 2½-ton truck to $1,150 on a 10-ton. Private Trailers and Semi-Trailers—½-ton capacity or less, $10, otherwise pay one-half the fees provided for private trucks. Private Tractors—Same as trucks. For-Hire Trucks, Tractor Trailers and Semi-Trailers (other than common carriers)—One and one-half times the amount paid when privately operated.

Common carrier regulation covers all such carriers operating for hire over any public highway and/or between any incorporated communities. Exceptions are wholly intracity or intratown operation, and carriers for hire whose business originates wholly within the corporate limits of any city or town which are temporarily operated beyond said limits.

The State Corporation Commission is in control of regulation and is given authority to fix rates and charges, supervise schedules, service, methods, hours of service, prescribe uniform accounting system and grant, refuse, amend or revoke Certificate of Convenience and Necessity.

Common carriers must procure certificates and file insurance policy or bond covering public liability and cargo damage. Interstate operators get a certificate as a matter of right and are specifically exempted from any license or tax for privilege of engaging in business.

Fees and Taxes—Common carrier trucks operating **either** exclusively in intrastate commerce or partly in intrastate and partly in interstate pay yearly, on or before April 1, for regular equipment, a license fee of 70 cents per 100 lb. of chassis weight plus rated capacity, and 25 per cent of this for substitute or emergency equipment. In addition they must pay quarterly, on or before the 15th of April, July, October and January of each year, a road tax of 2 per cent of the gross receipts from the intrastate operation in Virginia.

Common carriers operating **both** in intrastate and interstate commerce pay the same license fee as above, the same quarterly gross receipts tax on **interstate** business and an additional quarterly road tax of 2 per cent of that portion of the gross receipts derived from the interstate business which the total mileage in Virginia bears to the total intrastate and interstate mileage (excluding mileage in cities and towns which maintain the streets used by the carriers). Should the additional road tax become "inoperative" the following substitute fees, based on **net weight**, are provided: 5000 lb. or less, ¾ cents per mile operated in Virginia; 5000 to 15,000 lb., 1½ cents; 15,000 lb. and over, 2½ cents.

Common carriers operating **exclusively** in interstate commerce pay the yearly license fee and a quarterly road tax similar to the additional road tax explained above. Furthermore the above substitute fees are provided should **either** the yearly license fee or the road tax become "inoperative." Should **both** these become "inoperative" mileage fees double the mentioned substitute fees are provided in lieu of all other taxes.

Common carriers operating tractor trucks with semi-trailers attached, in lieu of the 70-cent yearly license fees provided above, pay: Tractor, 50 cents per 100 lb. chassis weight plus rated capacity. Semi-trailer, 50 cents per 100 lb. actual carrying capacity.

In addition cities and towns through which carriers operate may impose reasonable charges, not exceeding one-fifth of a cent per mile for 5000 lb. or more of net weight, two-fifths for 5000 to 15,000 lb. and three-fifths for 15,000 lb. and over.

Charges imposed by the act are "in lieu of all other taxes whatsoever laid by the state against such carriers."

Truck Legislation Will Not Be In Line for Passage in 1932

CONTINUED FROM PAGE 20

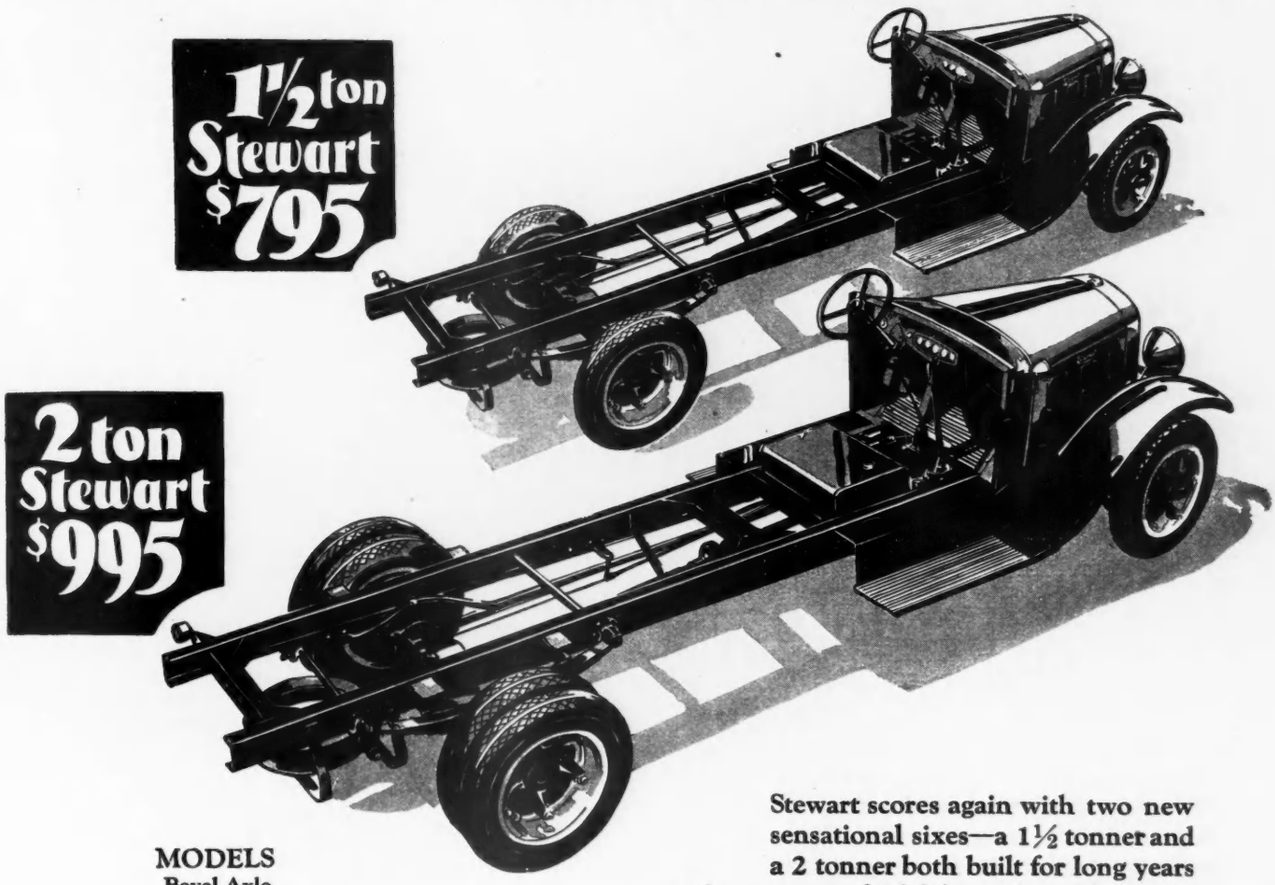
the subject a state may prescribe such regulations for motor vehicles in both intrastate and interstate commerce, at least so long as it does not directly burden or interfere with interstate commerce. However, it was stated in order to obtain desirable uniformity of regulations as to qualification of drivers, hours of service of employees, and the size, length, weight of load and speed of vehicles, "it may eventually become necessary for Congress to occupy this field."

The Senate Committee accepted the commission recommendation against any regulation of trucks at this time beyond the issuance of permits and the securing of full information in regard to their operations. The substitute merely makes it the duty of the commission to "administer all other provisions of this act relating to motor carriers and to prescribe regulations for such administration."

The commission submitted a resolution covering taxation. It reviewed the subject in its Rail-Motor Coordination report at some length, but reached no conclusions one way or the other. The subject was declared to be important enough and difficult enough to justify a special investigation, covering not only motor vehicles, but other carriers as well. It is a part of the general subject handled in the report as to whether and to what extent motor and other carriers are receiving direct or indirect government aid, "amounting, in effect, to a subsidy." It would also call for recommendation as to what steps, if any, are necessary to correct the situation with a view to placing competition "on a just and equitable basis."

2 NEW STEWART TRIUMPHS

Honest Trucks-Honestly Rated-Honestly Priced



MODELS
Bevel Axle

		Chassis Prices
1	ton, 4 Cylinder	$ 695
1	ton, 6 Cylinder	795
1½	ton, 6 Cylinder	795
1½	ton, 6 Cylinder	995
2	ton, 6 Cylinder	995
2	ton, 6 Cylinder	1195
2	ton, 6 Cylinder	1695
2½	ton, 6 Cylinder	1990
2½	ton, 8 Cylinder	2390
3	ton, 8 Cylinder	2990

Worm Axle

*3	ton, 6 Cylinder	$2690
*3½	ton, 6 Cylinder	3690
*3½	ton, 8 Cylinder	3990
*3½	ton, 6 Cylinder	3990
*5	ton, 6 Cylinder	5190
*7	ton, 6 Cylinder	6190

**Double Reduction or Worm Rear Axle Optional*

All Prices f.o.b. Buffalo, N. Y.

Stewart scores again with two new sensational sixes—a 1½ tonner and a 2 tonner both built for long years of constant, faithful service. Never in Stewart's history have we been able to offer so much truck for the price.

Like all Stewarts, they have all the latest known worthwhile mechanical improvements plus Stewart time-tested features. Stewart world-wide reputation for long life, low repair bills and less cost to run is now available at these low prices.

Stewart MOTOR TRUCKS

STEWART MOTOR CORPORATION
BUFFALO, N. Y.

Cables: Stewartruk-Buffalo

Codes: Acme, Bentley's (Complete Phrase) Bentley's (Second Phrase), Universal Trade Code, A.B.C. 5th Imp. (5 and 10 letter)

Stewart Trucks have won—By costing less to run

An Operator Eyes The Future Truck

CONTINUED FROM PAGE 23

not be used, either with single or double breaker arm, as it requires not only servicing of a high order of accuracy but too frequent servicing. Higher compression ratios will require coils wound for higher voltages, better insulating material and longer insulators. Spark plugs will have to be equipped with coolers and better electrode material.

There has been very little improvement in lighting during the last three years and there's need for plenty. Wiring is under capacity. In fact, I find that with 32-cp. lamps I can improve lighting in most cases by adding a parallel boosting wire from switch to the lamp circuit near the front of the vehicle. Wiring of the future must be coded and of more adequate size. Increased illumination will require 50-cp. lamps, greater capacity switches, wiring and sockets, and more carefully made reflectors. Metal scoop reflectors, providing downward illumination only would help cure the glare hazard. Deflection from upper to lower beam should be made possible either through a foot switch or steering column hand switch. Bulbs must be of universal two-filament construction and lamps of fixed-focus type mounted on more ruggedly braced holders.

Streamlining

Carburetion is constantly improving but there is still a noticeable acrid odor from exhaust gas of high-power engines. Proper streamlining, especially at the rear, to eliminate trailing eddies of gas, should help more during the next two years on the exhaust gas problem than catalysts or carburetion. To eliminate vapor lock we mount gasoline pumps, tandem auto pulses, on the side opposite to exhaust line and run the loom-insulated gasoline line along the frame side rail to the fuel tank. The line from the pumps, also insulated, is run around in front of the engine to the carburetor, thus exposing very little surface to heat. Loom is used to prevent vibration and breakage. In fact all lines should be encased in loom. Tubing connecting solid or flexible mounted units should be of high grade flexible material and where necessary provide sufficient coils for elasticity. The lines, especially gasoline, should be fastened securely to prevent whipping, yet permitting play within the loom so that vibration will be dampened.

Fuel tank and battery should be mounted from the frame, the latter either inside or outside but preferably outside. The fuel tank should be of very heavy material and located so that accidental discharge on exhaust lines will not cause fire. Location of tank in cab is probably best but should be fillable from outside of cab, with vent inside and under the cab.

Drive Units

Before 1935 we shall again be in the class of old "Quads" with constant-mesh gears, silent-belt drive and vacuum-operated shifting. But whatever the method of shift, the old stick must be right handy in case of an emergency. If constant-mesh transmissions are used with dog-shifting and speed-regulating collars it would be easier than ever to shift with a lever in case the operating mechanism went out. I see no reason why a vacuum-operated clutch, controlled by foot, should not be developed, provided conventional operation also is provided. I can't see free wheeling for trucks except possibly in light-duty models. Even vacuum-operated automatic clutches should provide actuation of the mechanism through the pedal in case vacuum fails.

Brakes

Many things are liable to happen in braking systems before 1935. Use of air is on the increase. In fact, I am inclined to favor air, provided each shoe or pair of shoes is operated by a separate diaphragm. The electric brake, however, on account of its instantaneous action and release and freedom from change on account of bent axles, etc., may represent stiff competition to other systems by 1935, although there are still a few wrinkles to be ironed out in this system. On the other hand, general strengthening of the hydraulic system and utilization of boosters may render both the air and magnetic systems less important than they would otherwise be.

Increasing use of air, vacuum and electricity as actuating forces leads me to believe that engineers of the future will agree upon one of these means to control all power-operated units. Thus, if air is used for brakes it may be utilized for clutch operation and windsheld wiper, and it doesn't require much imagination to see mounted on the transmission cover a mechanism using air to shift gears, with the conventional shift lever on hand for emergencies. The same holds in case electricity is used for the brakes. Vacuum control comes as an auxiliary to hydraulic braking.

Hand brakes, for reasons of safety, must be more than just parking brakes and must be capable of holding the truck under full load conditions. Many present hand brakes provide too little surface for emergency service and, possible driveshaft breakage nullifies the driveshaft position.

Alloy

There is a decided trend toward use of light alloys in chassis parts. Light alloys of thicker and deeper section for rear axle housings, transmission cases and engine blocks, bases and heads will come into use rapidly. Manufacturers are making great progress in developing alloy shapes and formed sheets, which will make building of alloy bodies and frames a matter of assembly. While use of alloy aluminum in cabs, hoods, fenders and running boards is attractive, it should be remembered that while dural-aluminum has about the same weight as cheap steel of the same tensile strength, the elastic limit is a third less, while a high grade of stainless steel, weight for weight, may have an elastic weight twice or three times that of aluminum alloy. The parts mentioned are among those which have a high rate of mortality because of vibration and a low elastic limit.

Generally speaking, I would say that the rule of using sufficient quantity and section of light alloy to equal elastic limit of the material replaced will work out satisfactorily. Sections, of course, will be larger, but heat (as in the case of rear axle housings) will be conducted away more rapidly and the unit will possess a greater factor of safety.

Instruments

I can see no reason why a satisfactory magnetic speedometer without shafts and gears cannot be used. Dissatisfaction with drive speedometers in heavy-duty trucks is due mainly to length of the shaft and the fact the gears are too frail. Speedometers should incorporate a recording mechanism that would show time between stops, speed at all times and roughness of highways. In fact, a direct-reading indicator of this sort might be mounted further back on the chassis to indicate flat tires or broken springs immediately. This same device could be applied to trailers, messages being transmitted electrically or magnetically to the cab. This indicator idea could be carried still further by a needle arrangement mounted in cab to reveal immediately that a truck was being operated too rapidly over a rough road or that there was some other trouble causing excessive vibration.

Cabs

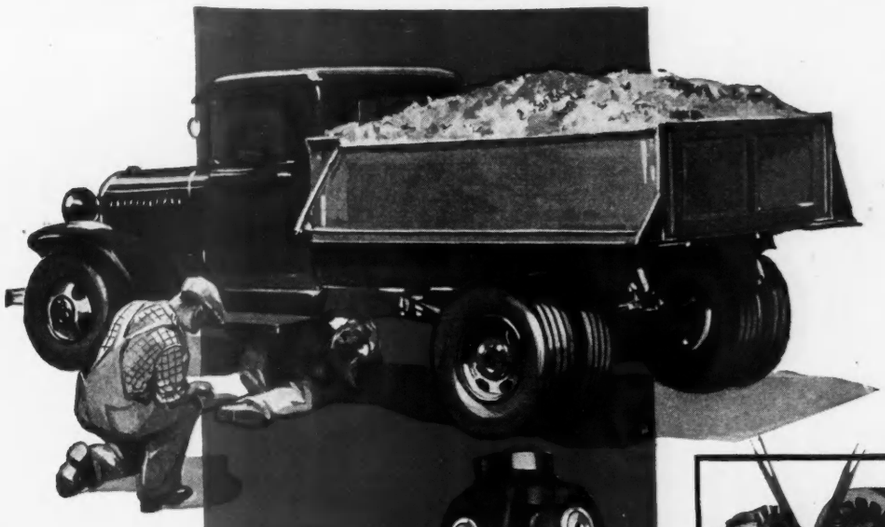
Cabs will be constructed more ruggedly and with outside and inside paneling—single sheeting is not sufficient. By doubling up, the tendency for spreading at doors, accompanied by rattles and sagging, extreme heat in summer and cold in winter would be greatly reduced. I fully expect to see greater use of shatterproof glass all around, framed to slope inward toward the top to eliminate glare.

Tires

Use of ultra-balloon tires on certain classes of trucks will be in evidence during the next three years, but manufacturers will find that operators will use higher pressures on front than those recommended in order to secure easier steering. The ultimate objective in springing and tire specification should be proper balance and easy steering, because if these are attained lots of evils connected with upkeep of fast road equipment will be eliminated. I believe that efforts along this line will be noted as early as the present year.

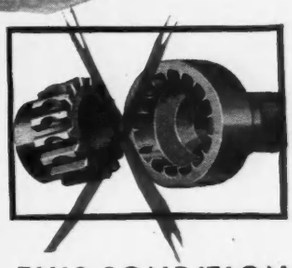
FORD AA TRUCK OWNERS

Here's a New Universal Joint and Shaft Assembly—Lasts 2 to 3 Times as Long—No Lay-Ups, Reduces Maintenance Costs » » » »



THIS new Almetal unit is for Ford AA Trucks built after August 1, 1929. The new 1932 Ford Truck uses the same efficient type joint consisting of a two-joint installation. The Almetal assembly consists of a front joint, a TUBULAR shaft to eliminate weight and "whipping," and a housing, as illustrated. Complete assembly individually boxed. No cutting, welding or machine work to install. No additional holes or changes in frame required. Installation time same as for obsolete gear coupling.

NOTE: FRONT Almetal Joint (illustrated) is of flange type (split design) to permit removal of transmission without shoving back rear axle.



THIS CONDITION COSTS YOU MONEY

Tremendous motor torque, plus large brakes, places a load on the coupling located behind the Ford transmission (especially with overloaded trucks) causing excessive bearing pressure on the now obsolete coupling teeth shown above. This condition makes it practically impossible for even a "film" of grease to penetrate between the teeth, allowing a metal-to-metal contact, which results in quick wear and many replacements. Investigation shows trucks driven 25,000 miles have had the old coupling shaft replaced from three to five times. A fleet of 19 trucks (no truck overloaded) showed installation of 26 coupling shafts in 1931 with no truck in the fleet over 1½ years old. Almetal Universal Joints eliminate costly replacement records such as this for you.

BUY THRU YOUR JOBBER NEAR YOU AND SAVE . . . .

ALMETAL JOINTS

Complete line of "Almetal" Factory Duplicate Joints for Ford and Chevrolet Cars and Trucks also available

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THE ALMETAL UNIVERSAL JOINT CO., F-6
1553 East 55th Street, Cleveland, Ohio

Please send descriptive folder and further details on new Almetal Universal Joint and Shaft Assembly for Ford AA Trucks.

Company Name.....

Street Address.....

City..... State.....

Attention of.....

Just How Much Gaff Can E.P. Lubricants Stand?

CONTINUED FROM PAGE 24

these extreme pressure lubricants are used; and that under conditions where conventional oils and greases are satisfactory, nothing is to be gained by using extreme pressure lubricants.

But so far it is equally convinced that no adequate measuring stick exists by which these properties can be evaluated quantitatively and accurately. Hence, the importance of the constructive program now being put into motion.

The immense practical importance of this whole project becomes evident when this new program is projected on the background of pressing technical problems from which the committee and its work sprang originally about a year ago.

Severe Duty

Increased engine power and the desire for weight reduction have been bringing axle gear tooth loading steadily nearer a point where conventional types of gear lubricant cannot be expected to give adequate protection against scuffing or rapid wear. With some designs like the hypoid and in motor trucks and buses subjected to overloading and very severe service, it has been clearly indicated that special types of lubricant are essential. Such products have been on the market for some time. Because of their exceptional load-carrying ability they have come to be known as "Extreme Pressure" or "E.P." lubricants.

With the earliest use of these products it was obvious to both producer and user that some method of determining whether or not they possessed the desired degree of load-carrying ability, must be devised since the conventional method of laboratory analysis gave little or no information regarding this all-important property. From a practical standpoint the simplest and most convenient procedure was to try the lubricants in the units for which they were needed, using various methods of overloading the gears and accelerating the test work.

Wide Variations

Such tests had the merit of approximating service conditions to a degree depending upon the procedure followed. This varied widely, some manufacturers applying very severe shock loads, while others called for prolonged running with loads equivalent to full engine torque. The Gleason method for hypoid gears is a well-known example of the latter type.

All such tests have been open to the very serious objection that they were costly to conduct. Moreover, when the lubricant failed, a set of gears was ruined and even if the test was successful the subsequent use of the gears for production was open to question. Finally, it was difficult if not impossible to draw from one set of test results satisfactory conclusions regarding the suitability of a given lubricant for a different set of conditions.

In order to avoid these objections and to reduce the time required for testing a lubricant, a number of different types of special test machines have been built by concerns interested in the problem. The best known of these are the General Motors Abrasion Test Machine and the Timken Roller Bearing Co.'s Oil Testing Machine.

The most outstanding fact developed by comparison of the results obtained with the various test machines using identical lubricants is that there is an astonishing lack of agreement bement between machines in the rating of individual products. Further, the divergence in results is even more marked when service experience is taken into consideration. On one machine a given lubricant may pass and give good results in service, while on another machine it may fail. Some lubricants fail in service yet appear to be satisfactory, based on test machine results.

In brief it may be said that today there is no test machine or method available which will rate correctly the E.P. characteristics of all of the different types of lubricant as shown by their performance in service.

Other properties of E.P. lubricants are important and there is a wide divergence of opinion regarding suitable methods of evaluating them.

Uniform Legislation Held Key to Full Reciprocity

CONTINUED FROM PAGE 33

With respect to the difficulties confronting wider reciprocity between states, Mr. MacDonald pointed out that:

"We should take a long step forward if clear understanding could be reached of exactly what we mean when we say 'truck' or 'bus,' tractor, or trailer, or semi-trailer; single unit or combination of vehicles. Similarly, we need exact definitions of the terms 'privately owned and operated,' 'common carrier,' 'leased truck' and 'contract carrier.' Likewise, of 'interstate operation' and 'intrastate operation,' of 'resident' and 'non-resident.' Legal decisions will help us here, and the Uniform Code offers an invaluable guide on many of these points. But my point is that there is no real agreement today on many of these commonly used terms."

Mr. MacDonald pointed out that there is general agreement on a maximum overall width of vehicle, loaded or unloaded, of 96 in. Thirty-nine states already fix the width limit at this figure, which indicates that there will be little dispute on this point. He said it seemed desirable to grant some form of special permission to cover a changeover from solid tires to pneumatics, or from single wheels to dual wheels, which would necessitate an allowance possibly of not more than 102 in. when measured from outside to outside of dual pneumatic tires.

"Minimum maximum" height, he suggested, should be 12 ft., made necessary by the clearance limits of many bridges and underpasses and other overhead structures. This is the limit recommended in the Uniform Code, and it has been adopted in eight states.

"I believe," he said, "that the length of a single vehicle should not exceed 35 ft. The limit fixed by the Uniform Motor Vehicle Code is 33 ft. There are certain advantages to the motor industry in the additional 2 ft., and it is my judgment that highway officials will not object to the 35-ft. standard.

Lacks Explicitness

"The length recommended by the Joint Highway Transport Committee for a combination of vehicles is 65 ft., and this adjustment was apparently arrived at with the expectation that a trailer would appear in the combination. The Uniform Motor Vehicle Code recommends 85 ft., and many states have reduced the length to a variety of figures running as low as 40 ft., indicating a diversity of opinion.

"An adjustment of an important definition may help us to a decision regarding this question. If a tractor with semi-trailer is to be considered as a single unit and trailers are to be permitted, 65 ft. is undoubtedly the necessary length for an economical combination of vehicles. If, however, a tractor with semi-trailer is itself to be considered a combination of vehicles, 65 ft. is then an excessive and probable dangerous length to permit, and we should be justified in reducing the length in a combination of vehicles to 50 ft. This would permit the use of a tractor and semi-trailer or of a truck and trailer.

Axle Loads

"If we hereafter limit truck and bus traffic to the use of high-pressure pneumatic tires, an axle load of 16,000 lb. is satisfactory both to the motor vehicle industry and to the highway builder. If balloon tires are used, 18,000 lb. per axle may be allowed.

"The use of the pneumatic tire must, however, be emphasized in this connection, and I feel from the very definite results of tests made by bureau engineers that regulating authorities would be fully justified if solid tires were entirely ruled off the public highways except only under special permit to meet a few strictly localized conditions as, for instance, in municipalities, that would in no wise have a general effect on motor transport operations."

Following the Washington conference, in accordance with Mr. Eynon's resolution a committee of administrators was appointed to contact motor vehicle manufacturers.

Others figured 1000 loads

. . . *He hauled it in 875*

No, the others weren't wrong in their figuring. But this smart truck operator stole a base on them. He cut down the weight of his trucks by equipping them with bodies made of the light, strong alloys of Alcoa Aluminum. Thus he carried more payload every trip without adding to the total gross weight of his trucks. He hauled 9 cubic yards of "dump material" for every 8 cubic yards that the others did. And, his trucks, with their Alcoa Aluminum bodies hauled these increased loads without a red cent of extra expense per load.

You can make such savings by using Alcoa Aluminum alloys, for they are as strong as structural steel yet weigh only 1/3 as much. Structural shapes and sheets of Alcoa Aluminum, from which truck bodies are made, are carried in stock. Also plates, rivets, bolts and screws.

Write for the booklet, "Alcoa Aluminum for Truck Bodies." It shows details of construction. Address ALUMINUM COMPANY *of* AMERICA; 2439 Oliver Building, PITTSBURGH, PENNSYLVANIA.

ALCOA

ALUMINUM

ALCOA ALUMINUM

S. A. E. Expected to Solve Formula Puzzle

CONTINUED FROM PAGE 27

constant." The factor is expressed as

$$PF = \frac{33{,}750 \times \text{brake hp.}}{\text{gross vehicle weight}}$$

or PF = *Speed in m.p.h. (Per cent grade + 100 × Road Factor)*

For a vehicle with 20,000 lb. gross weight, 104 hp. at 2500 r.p.m. rear axle ratio 8.00 and 9.75/20 tires, the performance factor is the simple figure 175. More figuring with the formula shows that the vehicle can climb a 4 per cent grade at 35 m.p.h.

Mathematicians enjoy working out variations of formulas, and the truck rating formulas will give them ample opportunity to have a good time. A point not to be overlooked is the fact that those who favor one formula, those who favor a second and those who favor a third, or even a fourth, all favor rating by formula. For contrast it may be recalled that at the start of the committee's work there were many who doubted that any majority would ever agree upon any method of rating.

Formula rating, either of grade ability with a separate speed figure or an inclusive figure as proposed by Horine, leaves nothing to individual judgment. The answer is calculated from known facts. There is room for individual judgment in the manufacturer's figure for vehicle gross weight as A. G. Hereshoff, Dodge, points out. "The manufacturer in specifying the largest tire size has committed himself in the eyes of the operator to the maximum gross weight the vehicle can haul. * * * As long as engineers are capable of exercising independent judgment, there will be differences in their product. * * * This is not a matter of rating but rather a question of policy for the manufacturer to decide according to his conception of what is right and equitable and has no bearing whatsoever on the official rating."

With manufacturers given some freedom to decide and the engineers and slide rule experts in a cooperative mood the conference in Room C of the hotel at White Sulphur Springs may bring forth a noteworthy decision.

Scrap the Specifications, But Make Sure Oil's Oily

CONTINUED FROM PAGE 25

reached, the plug is pulled and oil permitted to run out and into a 60 cc. flask, which is graduated for the Saybolt instrument. The time in seconds required to fill the flask up to its graduated mark is noted. Thus, if oil at 100 deg. Fahr. takes 3 minutes and 25 seconds to fill the flask, viscosity of that oil would be quoted at "205 seconds Saybolt at 100 deg. Fahr." The Society of Automotive Engineers motor oils specifications quote viscosities at 130 deg. Fahr., instead of 100 deg. By taking viscosity of an oil at various temperatures, a series of points is obtained through which a viscosity curve is drawn.

Oils of the same viscosity can be made from either asphalt base crude or Pennsylvania crude, and yet their lubricating values will differ greatly. Therefore, viscosity readings do not mean much except to the experienced lubrication engineer, and to the oil refiner as a check on uniformity of his product.

Viscosity is useful as an indicator of internal friction, as a thick oil will have greater internal friction than a thin oil. But here again it means nothing unless taken at the temperature at which the oil is to be used. Anyone can see the folly of buying an oil whose viscosity is a certain amount at 100 deg. Fahr. when the oil is to be used at a higher or lower temperature.

Viscosity curves of different oils will be found to vary greatly. The viscosity curve of an oil sometimes remains fairly flat through a temperature rise of 10 or even 25 deg. and then may fall away very rapidly. It is desirable to have the curve as uniform as possible throughout the temperature range.

Flash test of an oil indicates the temperature to which an oil must be heated to free enough vapor to flash, or momentarily ignite, when it is subjected to an open flame. In testing oil for its flash point, the oil is gradually heated and at each few degrees rise of temperature a small flame is applied to the surface of the oil for a few seconds. As soon as the oil flashes, this temperature is taken as its flash point.

The fire test of an oil is that temperature, usually 25 to 75 deg. Fahr. (14 to 42 deg. C.) above the flash point, at which the oil gives off sufficient vapor to burn steadily if subjected to an open flame. Flash and fire tests are usually given a great deal of attention when oil is to be subjected to service at high temperatures. Flash and fire tests are taken at atmospheric pressure and an open flame is brought into contact with the oil. Therefore laboratory tests usually mean little so far as the suitability of the oil for a given service is concerned.

Cold test of an oil, which is made much of, is useful only in case the oil is liable to be subjected to low temperatures, which would tend to congeal an oil if it did not have a sufficiently low cold test. The cold test is sometimes called the pour test and simply indicates the lowest temperature at which the oil will flow.

The lowest cold test obtainable with pure Pennsylvania crude is about 25 deg. Fahr. (minus 3.9 deg. C.) There are only two commercial methods of reducing the cold test of these Pennsylvania oils: by dewaxing or by adding Paraflow. Investigation and research have shown that dewaxing Pennsylvania oils to the extent of giving them zero Fahr. cold test is detrimental to their lubricating value. This is perfectly natural since Pennsylvania oils derive a part of their lubricating value from the paraffine. This fact is frequently overlooked by users, who specify both Pennsylvania oil and a zero test.

Experience has proved that there is a specific point down to which Pennsylvania oil can be dewaxed without injury and that if carried beyond this critical point lubricating value decreases in direct proportion to the extent of dewaxing. Introduction of the Paraflow method of reducing cold test in Pennsylvania oils has again brought to the fore the question of low cold test in Pennsylvania oils. Paraflow is a substance which, when added to Pennsylvania oils, renders paraffine wax inoperative at low temperatures. But here again we doubt very seriously, and on the same grounds as we distrusted the dewaxing process, the advisability of tampering with the wax content of Pennsylvania oils.

To make a cold test of oil is simple. A small glass jar, approximately 1¼ in. in diameter and about 5 in. long, is filled with oil to a depth of about 1¼ in. The top of this jar is closed with a tightly fitting cork. A thermometer carried through the cork dips into the oil about ¾ in. The jar is placed in a metal jacket and put into a freezing mixture. The jar is withdrawn from the freezing mixture at every drop of 5 deg. and tipped into a horizontal position. If the oil flows the jar is replaced into the freezing mixture. This schedule is repeated at each 5-deg. drop of temperature until the oil no longer flows. To be on the safe side the cold test is taken as 5 deg. above that temperature at which the oil ceased to flow.

Obviously none of these tests indicates directly to what extent an oil prevents metallic contact and reduces friction between moving parts, which, after all, is the purpose of oil.

Do Diesels Have a Chance Against Gasoline Engines?

CONTINUED FROM PAGE 36

sure ignition during the first few cycles, and the question of starting may thereby be relegated to a position of secondary importance as compared with other considerations. The means of supplying this additional heat usually takes the form of electrically heated 'glow plugs' or some form of cartridge. In some designs the provision of means for temporarily increasing the compression ratio has been successfully employed, a ratio of about 20:1 being used for this purpose."

In the final analysis all comparisons will have to be made on the basis of the best product of the Diesel engineer's art (now in the making) weighed against the gasoline engine with its background of over 25 years of constant improvement.

Now! White AND INDIANA

THE MOST PROFITABLE FRANCHISE IN THE TRUCK INDUSTRY

JUST ANNOUNCED

New INDIANA

SERIES 85

10,000 Lbs. GROSS

$885

chassis at factory

The new Indiana Series 85 is the outstanding value in the 1½-ton All-Truck field. A few of its features include: 68 H. P. Performance—6-Cylinder Power, Speed and Flexibility—Low Price—4-Wheel Hydraulic Brakes—7-Bearing Crankshaft—Five Available Wheelbases—Truck Type Tires, Heavy Duty Rims—Chassis Weight 3,900 Pounds, Proof of All-Truck Construction—World Wide Service.

Study the 10 White-Indiana points of advantage listed below—each separately a powerful attraction—all, taken together, the surest sales and profit opportunity for Dealers in the motor truck and coach industry.

The White and Indiana lines go beyond any competitor in covering the price and quality markets, from $885 up. You handle products established in public preference by many years of performance—you have a lower-cost time payment plan, more liberal credit support—you work with the fullest national and local advertising support—you get factory service on parts and individual sales assistance from the nearest White Factory Branch—you profit from national sales and service.

These are some of the advantages that mean more sales, more profits—increased local prestige and business soundness throughout the years—for White and Indiana dealers.

A few territories are still available. Get the full facts *now* on the new White and Indiana Dealer Franchise. Write or wire The White Company, Cleveland.

ONLY WHITE AND INDIANA DEALERS HAVE ALL THESE ADVANTAGES:

1. **MORE PROFITS IN 1932**
The practical opportunity to make more sales—be in on more deals—both trucks and coaches.

2. **STABILITY AND LEADERSHIP OF COMPANIES**
Now, more than ever, the support of strong, established companies is necessary to permanent business—and you can figure the added advantage of 70% repeat business to be expected from White and Indiana sales.

3. **COMPLETE LINE**
The widest range of models and prices in the industry—a truck or coach for every buyer—from the lowest priced to the highest quality.

4. **GREATEST VALUE**
Every truck chassis All-Truck—designed and built specifically for Truck work—no compromise—cannot be equaled, point for point and dollar for dollar.

5. **WORLD-WIDE SERVICE**
The White and Indiana Dealer is a link in a world-wide service system. He is in line for profitable business from long distance operators passing through his territory. World-Wide Service also helps the Dealer to make sales, particularly to cross-country operators.

6. **LIBERAL DISCOUNT**
You have only to ask our representative for the details.

7. **PARTS AND REPAIRS PROFITS**
Genuine White and Indiana parts are sold to dealers at a discount, assuring you profitable volume with a low inventory, due to the accessibility of branch parts stock.

8. **BETTER DEALER FLOOR PLAN**
Only 10% down for 90 days—through the White Motor Securities Corporation.

9. **LOWER FINANCE CHARGE**
Time payments at less cost to customers—through the White Motor Securities Corporation—handling your time paper. Your capital is freed for local operations.

10. **SALES ASSISTANCE**
Individual sales assistance or counsel—always immediately available—from your nearby White Branch—when you call for it.

THE ONE FRANCHISE THAT DOES NOT FORGET THAT THE DEALER MUST PROFIT

A Member of Congress Answers the Railroads

CONTINUED FROM PAGE 37

I find the people you pay by the day are paid $8.53 per day and the people you pay by the hour are paid 64 cents per hour.

Your railroads run through the farms of the nation and the wage there is $1.35 per day for ten hours. I do not have the wage scale for other people for whom you haul goods, but just how long can the farmer on a wage scale of 13½ cents per hour pay the one who hauls his product at least 64 cents an hour, and if there is a cheaper means of transportation shall we take it away from him by regulation?

The railroads of the country are paying out some $400,000,000 a year for executives, officials and professional men and their assistants who run the railroads.

In addition, the railroads have an expensive lobby operating in every state in the Union, in order to maintain your advantages, spending many millions of dollars which contribute to your high rates.

At the same time the government is spending $9,000,000 a year on the Interstate Commerce Commission and it does, in my mind, the most important work relative to the railroads because it decides the rates you are to charge for your services and the Board of Mediation finally decides the wages you are to pay and the government itself decides the hours of labor. The work left to you is a matter of keeping the records and operating the railroads. Certainly the need for high-salaried men is reduced by these circumstances.

You are unfortunate in having most of your supplies produced by the steel plants where the wage scale and salary standards are similar to the railroads. Your cars are steel and your rails are steel.

Is not an adjustment absolutely necessary? Higher rates for you bring diminishing returns. Forcing natural competition to accept your rates is certainly unfair to the people of the country. The railroad people are on a platform above other people as a rule, and you receive for your services more than the traffic will bear. You receive more than your share of the value of a delivered article. You are out of line with general conditions, and to my mind there is no real remedy except for you to go "potluck" with all the people.

Railroad men admit there is no way to haul goods as cheaply as on two steel rails and the reason you fail is because your entire business expense structure is away above the general condition of those for whom you haul goods.

There are other lines that are trying to continue on a platform artificially raised above the general level, and an adjustment is necessary in order that a fair exchange of commodities may proceed, or, in other words, this adjustment must take place before the ordinary flow of business is resumed in the United States.

Very truly yours,

CHARLES BRAND.

Will Motor Trucks Roll Around on More Rubber?

CONTINUED FROM PAGE 26

heavy loads is one of the major difficulties to be overcome, according to a tire company executive who says, "One of the biggest drawbacks I see is the 96 in. width restriction. A tire of this type to carry the loads required by a fair-sized truck would require so large a cross section that there would not be room left for frame."

Comparisons, based upon Tire & Rim Association standards, show that extra low pressure tires in heavy duty truck sizes will be some doughnuts. Starting with the 9.00/16 tire carrying 24 lb. pressure, previously mentioned, we find that a 6.50/20 truck balloon inflated to 50 lb. pressure is rated to carry an equivalent load, 1650 lb. A truck balloon tire of the same cross section—a 9.00/20—inflated to 55 lb. is rated to carry practically twice as much as the extra low pressure 9.00/16. Imagine the size of extra low pressure tire required to carry 3250 lb., which is the rated capacity of the 9.00/20 just mentioned. Extra low pressure tires of the near future may carry loads of two to three ton trucks; but when it comes to 7½ to 10 tonners—try to put four 20 in. tires and two springs and a 34-frame and an axle within 96 in. This puzzle will not be solved overnight.

The new type balloons, because of their large dimensions for a given carrying capacity, possess b e t t e r "floatation" qualities which are an advantage in certain truck operations. Reduced pressure, per square inch, on the ground and greater ground contact area increase a truck's ability to go through sand and mud, to traverse ditches and travel across country. Erecting high tension and telephone lines away from beaten paths and oil field work are two examples of such service. That tires of large cross section c o n f e r cross-country ability upon motor vehicles was amply demonstrated several years ago by the Army Ordnance Department at Aberdeen, Md., in tests of Model T Fords equipped with airplane wheels.

Brakes are a major problem in truck design because there is so little space within, or beside, 20-in. wheels. Where brake drums can be placed on trucks carrying extra low pressure tires, especially dual rear equipment, is an unanswered question. Designers are working on this and other problems connected with lower pressure tires on trucks. Front end layout and steering are not being overlooked. Turning front wheels all the way to right or left as for parking involves a few little problems of its own.

Utility Cuts Parts Cost With Salvage

CONTINUED FROM PAGE 35

fourth spark plug holes, hold the head at correct height. Long set screws in the angles are forced against sides of the head, making the whole assembly rigid.

Fig. 6—Mack Clutch Drums

Clutch drums in which holes are worn by round ends of levers are reclaimed for further service by bushing the holes. Bushings are made of tool steel and measure 11/16 in. outside diameter. After the first rebushing job it is not necessary to bore the drum again; bushings are driven out and replaced with others.

General

Fig. 7—Winch Drum

When line crews asked for larger drums, for pulling cable, than the usual truck winch capstans, the shop responded with an attachment for mounting a standard Ford truck wheel on the end of the capstan. The attachment resembles a rear wheel hub (Fig. 7A) and carries special studs threaded for Ford wheel nuts and spaced to match the wheel (Fig. 7B). End of the capstan is counterbored, attachment pressed into place and then welded.

Fig. 8—Windshield Cleaner Test

Windshield cleaners are tested on the bench after repairs to avoid loss of time from comebacks. The shop does not have a vacuum line (few shops do) and vacuum is obtained from compressed air by an ingenious ejector.

A blast of air in a copper tube connected to an air hose induces a vacuum in a smaller tube inserted in the larger tube and bent along the tube axis. End of the small tube is connected to the cleaner by a rubber hose. The c r o s s tube is simply a brace.

Fig. 9—Driveshaft Flange Puller

A modified driveshaft flange pulls flanges from shaft. A heavy screw through the center (Figs. 9A and 9B) applies pressure to the shaft end after the flange and puller are bolted together by b o l t s used in original assembly.

Fig. 10—Trailer Hitch

Spring type trailer hitches, made in the shop, have given satisfactory service in spite of severe strains. The mounting bracket may be bolted to frame or cross member either in position on one side, as shown in accompanying photo, or with spring at the bottom. The center pin which is 1 in. in diameter slides in sleeves at each end. A washer and lock nuts take up pull when spring is fully compressed. A cross pin has a coil spring to keep the tool steel lock in place.

"Can I Lower My Brake Costs?"

Here is The Way To Answer Your Own Question

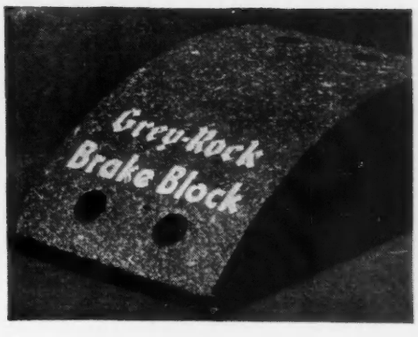
Perhaps you, like most other truck operating men, have asked yourself this question. And you are the only one who can answer it accurately. Another operator's brake costs are no safe barometer for your own. Your conditions are different. His brake costs may be higher and yet it may be possible to make drastic reductions in yours.

Yes, you must answer your own question! But you can't hope to find the correct answer until you have the facts. And the only sure way of securing these facts is to conduct your own tests, on your own trucks. Make comparative brake lining tests and keep accurate records of performance and costs. They will show you definitely whether or not your brake costs can be reduced and how to make the reduction.

Be sure to include a Grey-Rock Brake Lining in your tests—either Grey-Rock Industro-Truck (a woven lining) or Grey-Rock Brake Blocks—whichever type your trucks require. One or the other of these famous Grey-Rock heavy duty linings has helped many an operator to reduce his brake costs, as the result of comparative tests.

If lowering your brake costs is of importance to you we urge that you adopt this sensible method of doing it. We'll be glad to give our assistance. Write to us.

UNITED STATES ASBESTOS DIVISION of Raybestos-Manhattan, Inc., MANHEIM, PA.



COMMERCIAL CAR JOURNAL'S

CORRECTIONS ARE MADE EACH MONTH FROM DATA SUPPLIED DIRECT BY TRUCK MAKERS +

Line Number	MAKE AND MODEL	GENERAL (See Keynote) Tonnage Rating	Chassis Price	Standard Wheelbase	Max. W. B. Furnished	Gross Vehicle Weight	Chassis Wt. (Stripped)	TIRE SIZE Front	TIRE SIZE Rear	MAJOR UNITS — ENGINE Make and Model	ENGINE No. of Cylinders Bore and Stroke	TRANSMISSION Make and Model	TRANSMISSION Location and Forward Speeds	TRANSMISSION Aux. Location and Speeds	REAR AXLE Make and Model	REAR AXLE Gear and Type	REAR AXLE Drive and Torque	REAR AXLE GEAR RATIOS In High	REAR AXLE GEAR RATIOS In Low	FRAME Side Rail Dimensions	FRAME Type
1	A.C.F. 160	6	6950	186	222	23600	10170	B9.75/22	B9.75/22	HaS 160	6-4¼x5½	BL 1714	U 4	Op	Tim 76730	2F	R	7.46	52.7	8x3	P
2	175B	6½	8300	186	222	24300	10750	B10.50/22	B10.50/22	HaS 175	6-5x6	BL 714	U 4	Op	Tim 76730	2F	R	7.46	38.6	8x3	P
3	175A	7½	8800	186	240	28300	11610	B10.50/24	B10.50/24	HaS 175	6-5x6	BL 714	U 4	Op	Tim 79730	2F	R	7.48	38.7	8x3	P
4	Am. LaF. Big Ch. 16	5	6725	226	242	24000	10000	P40x8	DP40x8	Own 16R	6-4½x6	Own 16R	A 4	No	Own 16R	2F	R	6.13	33.0	9¾x2½x¼	P
5	Armleder 11Ha	2–3	1570	156	195	.....	4070	B7.00/20	DB7.00/20	Con 16C	6-3⅝x4½	Fu WOBB	U 4	No	Tim 53200H	BF	H	5.83	31.2	6x3x¼	P
6	21Ha	2½–4	2185	160	207	.....	4783	B8.25/20	DB8.25/20	Her WXB	6-3¾x4½	Fu MLU	U 4	No	Tim 54200H	BF	H	6.06	38.5	6x3x¼	P
7	31Ha	3½–5	2745	146	213	.....	5838	B9.00/20	DB9.00/20	Her WXC	6-4x4½	Fu MGU	U 4	No	Tim 56200H	BF	R	6.02	39.2	7x3x¼	P
8	41Ha	4–5½	3050	134	227	.....	6600	B9.75/20	DB9.75/20	Her WXC	6-4x4½	Fu MGU	U 4	No	Tim 58200H	BF	R	6.83	43.8	7x3x¼	P
9	61Ha	5–7	3625	134	227	.....	7400	B9.75/20	DB9.75/20	Her WXC2	6-4¼x4½	Fu MGU	U 4	No	Tim 65706H	WF	R	8.5	55.2	8¼x3x	P
10	71Ha	7–9	4595	138	235	.....	8700	B10.50/20	DB10.50/20	Her YXC	6-4¾x4¾	Fu VUOG	U 5	No	Tim 65704H	WF	R	8.5	55.2	8¼x3x	P
11	TRHA	10	3645	148	174	.....	6250	B9.75/20	DB9.75/20	Her YXC3	6-4¾x4¾	Fu VUOG	U 5	No	Tim 58200H	BF	R	7.8	55.1	7x3x¼	P
12	TRDA	10	3895	148	174	.....	6450	B9.75/20	DB9.75/20	Her YXC3	6-4¾x4¾	Fu VUOG	U 5	No	Wis 8837AL	2F	R	7.8	56.8	7x3x¼	P
13	Atterbury A	1	1095	132	145	7000	3400	P30x5	P30x5	Lye WTG	6-3x4¾	Wa T9	U 4	No	Tim 51000H	B	H	6.20	39.7	5¾x3¾x¼	N
14	K	1½	1595	145	160	8000	3640	P32x6	P32x6	Lye WTG	6-3x4¾	Wa T9	U 4	No	Tim 52200H	B	H	6.50	39.7	5¾x3¾x¼	N
15	G	2	1985	160	160	10000	3955	P32x6	DP32x6	Lye 4SL	6-3¼x4½	Co F4B	U 4	No	Tim 54200H	B	H	6.80	45.1	5¾x3¾x¼	N
16	45	2–2½	2375	175	188	12000	5300	B7.50/20	DB7.50/20	Lye ASD	6-3⅝x4½	Co W4C	U 4	No	Tim 54200H	B	H	6.80	39.8	7x3¼x¼	N
17	50	2½–3	2950	189	202	14000	5800	B8.25/20	DB8.25/20	Lye ASD	6-3¾x4½	Co W4C	U 4	No	Tim 56200H	B	H	7.40	43.3	7x3¼x¼	N
18	R	3	3700	173	199	16040	7250	P34x7	DP34x7	Con 18R	6-4x4½	BL 35-4	U 4	No	Tim 65001H	WF	H	7.1	37.4	7x3¼x¼	N
19	60	3	3150	190	215	16000	6000	B9.00/20	DB9.00/20	Lye ASD	6-3¾x4½	CoW4C	U 4	No	Tim 58200H	B	H	7.80	45.6	7x3¼x¼	N
20	65	3–3½	4050	209	221	18500	7800	B9.00/20	DB9.00/20	Con 18R	6-4x4½	BL 51-5	U 4	No	Tim 65200H	W	R	7.50	40.1	8x3¼x¼	N
21	70	3½–4	4650	222	222	23000	8400	B9.75/20	DB9.75/20	Con 20R	6-4¼x4¾	BL 51-5	U 5	No	Tim 65720H	W	R	8.50	62.9	8x3¼x¼	C
22	C	3½	4750	186	220	19315	8300	B36x8	DP36x8	Con 20R	6-4¼x4¾	BL 51-5	U 4	No	Tim 65706D	WF	H	7.25	38.8	8x3¼x¼	C
23	100	5–6	5675	223	237	28000	9100	B10.50/20	DB10.50/20	Con 21R	6-4¾x4¾	BL 55-7	A 7	No	Tim66720DH	W	R	9.0	85.5	9x3¼x¼	C
24	Autocar R	1½	2250	159	189	.....	5350	B7.00/20	DB7.00/20	Own R	6-3¾x4¾	BL 234	U 4	No	Own SA	SF	H	5.22	33.4	6¼x	C
25	A	1½–2	3200	150	192	.....	5400	B8.25/20	B8.25/20	Own SD	6-4x4¾	Ow D	U 5	No	Own SA	SF	H	5.22	29.7	8x¼x3	C
26	D	2–2½	3500	140	192	.....	5710	B8.25/20	DB8.25/20	Own SD	6-4x4¾	Ow D	U 5	No	Own SD	2F	H	6.21	31.6	8x3x	C
27	(Eng.und.seat) H	2½–3	4100	114	161	.....	6770	P34x7	DP34x7	Own M	4-4½x5½	Ow T	U 4	No	Own H	2F	H	7.67	48.6	7x2½x¼	C
28	" " " HS	3–3½	4600	114	161	.....	7900	P40x8	DP40x8	Own M	4-4½x5½	Ow T	U 4	No	Own C	2F	H	8.46	53.6	7x2½x¼	C
29	" " " SHS	3–3½	4800	104	161	.....	7900	P40x8	DP40x8	Own SCH	6-4¼x4¾	Ow T	U 4	No	Own C	2F	H	8.46	53.6	7x2½x¼	C
30	N	3–3½	4600	163	242	.....	7990	B9.75/20	DB9.75/20	Own SCH	6-4¼x4¾	Ow D	U 5	No	Own N	2F	H	7.12	41.6	8x3x¼	C
31	SCHHS	3–3½	5100	157	203	.....	8180	B9.75/20	DB9.75/20	Own SCH	6-4¼x4¾	Ow D	U 5	No	Own CG	2F	H	7.37	52.3	9x3¼x¼	C
32	TF	3½–5	6100	192	242	.....	9300	B10.50/20	DB10.50/20	Own SCM	6-4½x4¾	Ow T	U 4	A 3	Own TG	2F	H	7.20	103	9x3¼x¼	C
33	C	3½–5	5900	172	186	.....	9705	B10.50/24	DB10.50/24	Own SCM	6-4½x4¾	Ow B	A 4	Op	Own C	2F	H	8.57	52.5	9x3x¼	C
34	FE	7	11000	180	234	.....	12300	B10.50/24	DB10.50/24	Ste LT-5-1128	6-5¼x6	BL 714	U 4	A 3	Wis 78720W	2F	R	8.9	66.	10½x3x	C
35	Available T12	2	1325	Op	Op	11000	3850	B6.50/20	B6.50/20	Wau ZK	6-3½x4½	W-GT9	U 4	No	Tim 53200H	SF	H	6.6	42.2	6x2x	C
36	T20	2–2½	1975	Op	Op	13500	5000	B7 00/20	DB7.00/20	Wau TL	6-3¾x4¾	BL 224	U 4	No	Tim 54300H	SF	R	6.8	43.5	6x2¼x	P
37	T23	2½	2195	Op	Op	16000	5800	B7.50/20	DB7.50/20	Wau MS	6-3¾x4¾	BL 314	U 4	No	Tim 56200H	SF	R	7.4	48.8	6x2¼x	P
38	T25	2½–3	2650	Op	Op	17000	6000	B8.25/20	DB8.25/20	Wau MS	6-3¾x4¾	BL 314	U 4	No	Tim 56200H	SF	R	7.4	48.8	7x2½x⅝	P
39	T30	3	2685	Op	Op	20500	6500	B8.25/20	DB8.25/20	Wau ML	6-4x4¾	BL 51	U 4	No	Tim 58200H	SF	R	7.8	41.7	7x2½x⅝	P
40	T35	3–3½	3125	Op	Op	20500	7400	B9.00/20	DB9.00/20	Wau MK	6-4¼x4¼	BL 554	U 4	No	Tim 58200H	SF	R	7.8	54.5	7x2½x⅝	P
41	T39	3½	3650	Op	Op	25500	8000	B9.75/20	DB9.75/20	Wau SRL	6-4½x5½	BL 615	U 5	No	Tim 65720H	WF	R	8.5	55.6	7x2½x⅝	P
42	T43	3½–4	3850	Op	Op	25500	8150	B9.75/20	DB9.75/20	Wau SRK	6-4½x5½	BL 60	A 7	No	Tim 65720H	WF	R	8.5	80.7	7x2½x⅝	P
43	T45	4	4955	Op	Op	27000	8800	B9.75/20	DB9.75/20	Wau 6AB	6-4½x5¾	BL 70-7	A 7	No	Tim 65720H	WF	R	8.5	80.7	7x2½x⅝	P
44	T50	5	5350	Op	Op	33000	9800	B9.75/20	DB9.75/20	Wau 6RB	6-5x5¾	BL 714-703	A 4	A 3	Tim 66720H	WF	H	9.5	90.0	7x2½x⅝	P
45	Brockway 80C	1½–2	1215	149	168	9500	4075	B6.00/20	DB6.00/20	Con 26B	6-3½x4	Wa T9	U 4	No	Tim 53200BY	SF	H	5.66	36.2	5⅝x2½x¼	C
46	90C	1½–2½	1525	149	168	11500	4355	B6.50/20	DB6.50/20	Con 27B	6-3½x4⅝	Wa T9	U 4	No	Tim 54200BY	SF	H	5.83	37.4	7 x2½x	C
47	92C	2	1800	149	168	12500	4450	P32x6	DP32x6	Con 27B	6-3½x4¾	Wa T9	U 4	No	Tim 54200BY	SF	R	5.83	37.4	7 x2½x	C
48	120C	2–3	1990	156	188	15000	5500	P32x6	DP32x6	Con 30B	6-4x4½	BL 314	U 4	No	Tim 54300H	SF	H	5.85	38.5	7½x3x¼	T
49	140C	2½–3½	2495	156	200	17500	6100	P32x6	DP32x6	Con 30B	6-4x4½	BL 314	U 4	Op	Wis 4916L	2F	R	6.66	43.5	7½x3x¼	T
50	141C	3–4	2935	170	212	19500	6500	P32x6	DP32x6	Con 30B	6-4x4½	BL 314	U 4	Op	Wis 69317L	2F	R	7.0	46.2	8x3x¼	T
51	170C	3–4	3160	170	212	19500	7100	P32x6	DP32x6	Con 33B	6-4¼x4¾	BL 554	U 4	Op	Wis 69317L	2F	R	6.41	46.6	8x3x¼	T
52	175C	3–4	3660	170	224	19500	7200	P34x7	DP34x7	Con 34B	6-4⅜x4¾	Fu VUOG	U 5	Op	Wis 69317L	2F	R	6.41	46.6	8x3x¼	T
53	195C	3½–5	3820	170	224	22000	8100	P34x7	DP34x7	Con 33B	6-4¼x4¾	BL 554	U 4	Op	Wis 1237H	2F	R	7.2	52.4	8¼x3x	T
54	220C	5–7	4560	171	224	25000	8675	P36x8	DP36x8	Con 34B	6-4¼x4¾	BL 554	U 4	Op	Wis 1627KH	2F	R	6.96	50.7	8¼x3x	T
55	260C	7–10	5850	212	240	28000	9000	B10.50/22	DB10 50/22	Con 35B	6-4½x5¼	Fu MHU	U 4	Op	Wis 1737KH	2F	R	8.05	50.7	8¼x3x	T
56	Chevrolet. Ind.Com.	½	355	109	109	4000	1880	B4.75/19	B4.75/19	Own	6-3 x3¾	Own Ind	U 3	No	Own Int	S½	U	4.1	13.6	5x2¼x	C
57	(2) Utility	1½	520	131	131	7400	2375	P30x5	P30x5	Own	6-3 x3¾	Own	U 4	No	Own	S½	U	5.43	33.5	6x2¾x	C
58	UL Dual	1½	575	157	157	8200	2890	P30x5	DP30x5	Own	6-3 x3¾	Own	U 4	No	Own	S½	U	5.43	33.5	7x2¾x	C
59	Chicago 1-15-E	2	1395	150	174	11500	4200	B6.50/20	DB6.00/20	Wau ZK	6-3½x4½	BL 224	U 4	No	Tim 53200H	BF	R	6.6	40.9	7x4x¼	P
60	1-25-E	2½	1885	160	208	13500	5100	B7.00/20	DB7.00/20	Wau TK	6-3½x4¾	BL 224	U 4	No	Tim 54200H	BF	R	6.8	42.0	7x4x¼	P
61	1-30-E	3	2250	160	208	15500	5400	B7.50/20	DB7.50/20	Wau MK	6-4¼x4¾	BL 314	U 4	No	Tim 56200H	BF	R	6.2	41.0	7x4x¼	P
62	1-35-E	4	2600	160	208	17500	5800	B8.25/20	DB8.25/20	Wau MK	6-4¼x4¾	BL 314	U 4	No	Tim 58200H	BF	R	6.8	44.9	7x4x¼	P
63	1-50-B	6	3950	140	236	24000	7780	B9.75/20	DB9.75/20	Wau 6SRL	6-4⅜x5½	BL 60 Max	A 7	No	Tim 65720H	WF	R	7.75	73.6	6x3½x	H
64	Coleman E52	2½	3800	20	144	12800	7200	B9.00/24	B9.00/24	Bud K393	6-4¼x4¾	Fu RU16	U 4	A 2	Wis CR15	2F	H	Op	Op	10x2½x¼	C
65	E53	3½	5300	30	180	18900	8000	B10.75/24	B9.75/24	Bud K426	6-4½x4¾	Fu MRU16	U 4	A 2	Wis CR26	2F	H	Op	Op	12x2½x1¼	C
66	E54	4–5	5600	30	180	20400	8800	B10.50/24	B10.50/24	Bud L468	6-4½x5½	Fu MRU16	U 4	A 2	Wis CR30	2F	H	Op	Op	12x2½x1¼	C
67	E55	5	6150	30	180	23000	9600	B11.25/24	B11.25/24	Bud L525	6-4½x5½	Fu MRU16	U 4	A 2	Wis CR30	2F	H	Op	Op	12x2½x1¼	C
68	E558	5–6	7200	44	180	24500	10660	B11.25/24	B11.25/24	Bud L525	6-4½x5½	Fu MRU16	U 4	A 2	Wis CR122	2F	H	Op	Op	12x2½x1¼	C
69	E56	6–7½	7800	44	180	29800	11600	B10.50/24	DB10.50/24	Bud GF6	6-4¾x6	Fu MHU	U 4	A 2	Wis CR122	2F	H	Op	Op	12x2½x1¼	C
70	E57	7½–10	9700	44	180	32000	12400	B11.25/24	DB11.25/24	Ste LT6	6-5¼x6	BL 714	U 4	A 2	Wis CR122	2F	H	Op	Op	16x3x1¼	C
71	Commerce—see Gar ford																				
72	Concord GX-6	2–2½	3000	163	185	11640	5140	P32x6	DP32x6	Bud DW6	6-3¼x5	BL 35	U 4	No	Wis 4610	RF	H	6.8	36.4	6x3x¼	C
73	JX-6	2½–3	4200	154	174	17200	6700	P34x7	DP34x7	Bud DW6	6-3¼x5	BL 51	U 4	No	Tim 65706D	WF	R	9.3	49.7	7x3x½	C
74	JLX-6	3–3½	4500	202	222	19400	7000	P34x7	DP34x7	Bud BA6	6-4¼x5½	BL 51	U 4	No	Tim 65706D	WF	R	6.1	32.7	7x3x½	C
75	Condor CAV6	1–1½	825	131	180	8000	3550	B6.00/20	B6.50/20	Con 25A	6-3⅜x4	WG T9	U 4	No	Tim 53200H	BF	H	5.66	36.3	6x2¾x¼	C
76	CBV4	1½–2	885	131	210	10000	3525	B6.00/20	DB6.50/20	Con W10	4-3½x4¼	WG T9	U 4	No	Tim 53200H	BF	H	5.66	36.3	6x2¾x¼	C
77	CB	1¾	1460	140	174	12000	4150	B6.50/20	DB6.50/20	Lyc 4SL	6-3¼x4½	Co A4J	U 4	No	Tim 54200H	BF	H	5.83	37.1	6x2½x¼	C
78	CCV4	2–3	1085	131	210	12000	3900	B6.50/20	DB6.50/20	Con W20	4-4½x4¼	WG T9	U 4	No	Tim 54200H	BF	H	5.8	37.0	10x2¾x¼	V
79	CCV6	2–3	1230	131	210	12000	4150	B6.50/20	DB6.50/20	Con 16C	6-3⅜x4⅝	WG T9	U 4	No	Tim 54200H	BF	H	5.8	37.0	10x2¾x¼	V
80	CC	2–3	1760	160	224	14000	4800	B7.00/20	DB7.00/20	Lyc AS	6-3⅜x4½	BL 314	U 4	No	Tim 54200H	BF	H	5.8	31.0	7x2½x¼	C
81	CD	2½–4	1950	160	224	17000	5200	B7.50/20	DB7.50/20	Lyc ASD	6-3¾x4½	BL 314	U 4	No	Tim 56200H	BF	H	5.2	31.7	7x2½x¼	C
82	CE	3–4½	2530	160	224	20000	5950	B8.25/20	DB8.25/20	Lyc TS	6-3½x5	BL 554	U 4	No	Tim 58200H	BF	H	5.57	35.6	12x2¼x¼	P
83	CEB	3	3590	190	190	17000	7200	B7.50/20	DB7.50/20	Con 20R	6-4½x4¾	Co Rus-4	U 4	No	Tim 58200H	BF	H	4.55	29.1	8¾x3¼x¼	L
84	CGB	4–6	4345	190	210	20000	7710	B8.25/20	DB8.25/20	Con 21R	6-4¾x4¾	BL	U 4	No	Wis 69317	2F	H	4.3	27.9	8¾x3¼x¼	L
85	CHB	5	6545	210	236	24000	10100	B9.00/20	DB9.00/20	Con 16H	6-4¾x5¾	Fu HU16	U 4	No	Wis12527KW	2F	H	4.00	25.2	8¾x3¼x¼	L
86	CGW	5–7½	5175	157	240	28000	9500	B9.00/20	DB9.00/20	Con21R	6-4¾x4¾	BL	U 4	No	Wis 16237K	2F	H	6.3	41.	8¾x3¼x¼	L
87	Corbitt(3) 7B6	1½	1705	150	170	8500	3410	P32x6	P32x6	Con 15E	6-3¾x4	BL 214	U 4	No	Tim 52200H	BF	H	5.8	29.0	5½x2½x¼	P
88	8B4	1½	980	134	134	8500	3200	B6.00/20	P32x6	Con W10	4-3½x4¼	Ow 8T	U 4	No	Own 8R	SF	H	5.4	38.4	5½x3x¼	P
89	8B6	1½	1080	136	136	8500	3275	B6.00/20	P32x6	Con 25A	6-3⅜x4	Ow 8T	U 4	No	Own 8R	SF	H	5.4	38.4	5½x3x¼	P
90	10B6	1½–2	1310	171	191	10500	3950	B6.50/20	DB6.50/20	Con 25A	6-3⅜x4	BL 214	U 4	No	Tim 53200H	BF	H	Op	Op	5½x3½x¼	P
91	9B6	1½–2½	2185	152	183	11900	4200	P32x6	DP32x6	Con 16C	6-3⅜x4½	BL 224	U 4	No	Tim 54200H	BF	H	5.57	27.8	7x3½x¼	T
92	12B6	2–3	3060	163	220	14700	4870	B7.50/20	DB7.50/20	Con E600	6-3⅜x4½	BL 314	U 4	No	Tim 56200H	BF	H	Op	Op	7x3½x¼	T
93	12W6	2–3	2950	165	220	14700	4910	B7.50/20	DB7.50/20	Con E600	6-3⅜x4½	BL 314	U 4	No	Tim 64800H	WF	H	Op	Op	7x3½x¼	T
94	15B6	2½–3½	3740	174	220	17500	5870	P34x7	DP34x7	Con E601	6-3⅜x4½	BL 514	U 4	No	Tim 58200H	BF	H	Op	Op	7x3½x¼	T
95	15W6	2½–3½	3850	183	224	17500	6160	P34x7	DP34x7	Con E601	6-3⅜x4½	BL 514	U 4	No	Tim 65200H	w/2	H	Op	Op	7x3½x¼	T
96	18	2½–4	4400	178	230	21600	8100	P36x8	DP36x8	Con E602	6-4¼x4½	BL 51	U 4	No	Tim 65706H	w/2	H	Op	Op	8x3½x¼	T
97	24	3½–5	5115	195	230	24800	9200	B9.75/20	DB9.75/20	Con 20R	6-4¼x4¾	BL 60	A 7	No	Tim66704DH	w/2	H	Op	Op	8x3½x¼	T
98	33	5–7½	6160	195	230	33200	10000	P40x10	DP40x10	Con 21R	6-4½x4¾	BL 60 Max	A 7	No	Tim68720TW	w/2	H	Op	Op	8x3x	T
99	(T)10B6T	3–5	1650	(3)	(3)	10500	3950	B6.50/20	DB6.50/20	Con 16C	6-3⅜x4½	BL 224	U 4	No	Tim 53200H	SF	H	Op	Op	5½x3½x¼	T
100	(T) 9B6T	4–6	2600	(3)	(3)	11900	4200	B7.50/20	DB7.50/20	Con E600	6-3⅜x4½	BL 324	U 4	No	Tim 54200H	BF	H	Op	Op	7x3½x¼	T
101	(T)12B6T	4–7	3465	(3)	(3)	14700	4870	B8.25/20	DB8.25/20	Con E602	6-4¼x4½	BL 525	U 4	No	Tim 56200H	BF	H	Op	Op	7x3½x¼	T
102	(T)15B6T	5–8	4875	(3)	(3)	17500	5870	B9.00/20	DB9.00/20	Con 20R	6-4¼x4¾	BL 525	U 5	No	Tim 58200H	BF	H	Op	Op	7x3½x¼	T
103	(T)18D6T	8–10	5500	(3)	(3)	21600	8100	B9.75/20	DB9.75/20	Con 22R	6-4½x5¼	BL 615	U 5	No	Tim 75708H	2F	H	Op	Op	8x3½x¼	T
104	(T)24D6T	10–15	6500	(3)	(3)	24800	9200	B10.50/20	DB10.50/20	Con 16H	6-4¾x5¾	BL 7212	U 4	A 3	Tim 66720W	2F	H	Op	Op	8x3x	T

TRUCK SPECIFICATIONS TABLE

+ FOR MEANING OF ABBREVIATIONS AND EXPLANATION OF REFERENCE MARKS SEE PAGE 70

Line Number	ENGINE DETAILS: Piston Displacement	Compression Ratio	Torque lb. ft.	N.A.C.C. Rated H.P.	Max. Brake H.P. at R.P.M. Given	Valve Arrangement	Camshaft Drive	Piston Material	MAIN BEARINGS: Number and Diameter	MAIN BEARINGS: Length	Oiling System Type	Governor Make	FUEL SYST.: Carburetors Make	FUEL SYST.: Fuel Feed	ELECTRICAL: Ignition System Make	ELECTRICAL: Generator, Starter Make	Clutch Type and Make	Radiator Make	Universals Make	FRONT AXLE: Make and Model	Steering Gear Make	BRAKES: SERVICE: Make, Location Type, Operation	BRAKES: SERVICE: Lining Area	BRAKES: SERVICE: Drum Material	Hand Type, Location	BODY MOUNTING DATA: Cab to Rear of Frame	Cab to Rear Axle	Width of Frame	SPRINGS: Front	SPRINGS: Rear	Auxiliary Type
1	468	4.4	322	43.3	120–2200	H	C	A	4–2¾	10¾	CC	Ha	Zen	V	DR	DR	P.BL	Lo	Spi	Tim 27451	Ros	O4IA	720	A	CD	172	102	33½	42x3	56x4	½
2	707	4.4	500	60.	175–2200	H	C	A	7–3¼	14⅞	CC	Ha	Zen	M	DR	DR	dpLo	Lo	Spi	Tim 27451	Ros	O4IA	720	A	CD	172	102	33½	42x3	56x4	½
3	707	4.4	500	60.	175–2200	H	C	A	7–3¼	14⅞	CC	Ha	Zen	M	DR	DR	dpLo	Lo	Spi	Tim 27451	Ros	O4IA	816	A	CD	172	102	33½	42x3	56x4	½
4	572	4.5	360	48.6	115–1600	L	G	C	4–3	10½	FP	No	Zen	V	DR	DR	P.BL	Ow	Own	Own 16R	Own	O4IA	138	P	TX	Opt	Opt	33	44x3	56x3	¼
5	248	5.0	150	27.3	65–2600	L	G	C	7–2¾	10⅜	PC	No	Zen	M	DR	DR	P.BB	Yo	Spi	Tim 30000H	Ros	L4IH	380	G	TX	Opt	Opt	31½	40x2½	50x3	½
6	298	4.7	192	33.7	66–2200	L	G	C	7–2⅝	13¼	PC	Mo.	Zen	M	AL	AL	D.BB	Yo	Spi	Tim 12703H	Ros	L4IHV	452	G	TX	Opt	Opt	31½	40x2½	50x3	½
7	339	4.7	225	38.4	73–2200	L	G	C	7–2⅝	13¼	PC	Mo	Zen	M	AL	AL	D.Fu	Yo	Spi	Tim 33020H	Ros	L4IHV	578	G	TX	Opt	Opt	31½	40x2½	62½x2½	N
8	339	4.7	225	38.4	73–2200	L	G	C	7–2⅝	13¼	PC	Mo	Zen	M	AL	AL	D.Fu	Yo	Spi	Tim 33020H	Ros	L4IHV	658	G	TX	Opt	Opt	31½	40x2½	62½x2½	N
9	360	4.7	238	40.3	80–2200	L	G	C	7–2⅝	13¼	PC	Mo	Zen	M	AL	AL	D.Fu	Yo	Spi	Shu 5572	Ros	L4IHV	768	G	TX	Opt	Opt	31½	41x2½	62½x2½	N
10	428	4.7	280	46.	93–2200	L	G	C	7–3	15	PC	Mo	Zen	M	AL	AL	D.Fu	Yo	Spi	Shu 637	Ros	L4IHV	893	G	TX	Opt	Opt	31½	41x2½	62½x3	N
11	478	4.7	318	51.2	103–2200	L	G	C	7–3	15	PC	Mo	Zen	M	AL	AL	D.Fu	Yo	Spi	Tim 14703	Ros	L4IHV	658	G	TX	Opt	Opt	31½	41x2½	62½x3	N
12	478	4.4	318	51.2	103–2200	L	G	C	7–3	15	PC	Mo	Zen	M	AL	AL	D.Fu	Yo	Spi	Tim 14703	Ros	L4IHV	658	G	TX	Opt	Opt	31½	41x2½	62½x3	N
13	201	5.5	142	21.6	64–2800	L	G	C	4–2¾	9½	CC	Ha	Zen	G	DR	DR	P.BB	Fe	Spi	Tim 11710H	Gem	L4IH	424	p	T	96	53½	34	38x2¼	50x2½	N
14	201	5.5	142	21.6	64–2800	L	G	C	4–2⅜	9½	CC	Ha	Zen	G	DR	DR	P.BB	Fe	Spi	Tim 11710H	Ros	L4IH	437	p	T	118	66½	34	38x2¼	50x2½	N
15	224	4.9	146	25.3	62–2800	L	G	C	4–2⅜	9½	CC	Ha	Zen	G	AL	AL	P.BB	Pe	Spi	Tim 31000H	Ros	L4IH	450	p	T	142	81½	34	38x2½	50x7½	½
16	298	5.0	198	33.7	85–3000	L	G	C	4–2⅜	10½	CC	Ha	Zen	M	AL	AL	P.BB	Pe	Spi	Tim 31000H	Ros	L4IH	450	e	T	149	92	34	39x2½	56x3	½
17	298	5.0	198	33.7	85–2800	L	G	C	4–2⅜	10½	CC	Ha	Zen	M	AL	AL	P.BB	Pe	Spi	Tim 33010H	Ros	L4IH	540	e	T	173	105	34	39x2½	56x3	½
18	339	4.6	212	38.4	82–2400	H	C	B	7–2¾	13⅛	PC	Ha	Zen	V	DR	AL	D.BL	Yo	Spi	Tim 14703H	Ros	L4IHV	275	p	T	148½	90½	34	41½x3	54x3½	½
19	298	5.0	198	33.7	85–2800	L	G	C	4–2⅜	10½	CC	Ha	Zen	M	AL	AL	D.BL	Pe	Spi	Tim 33010H	Ros	L4IH	657	e	T	173	106	34	39x2¼	56x3	½
20	339	4.6	212	38.4	81–2500	H	C	C	7–2¾	13⅛	FP	Ha	Zen	V	AL	AL	D.BL	Pe	Spi	Tim 35000H	Ros	L4IH	657	e	T	197	119	34	40x3	56x3	½
21	381	4.5	238	40.8	87–2400	H	C	C	7–2¾	13⅛	FP	Ha	Zen	V	AL	AL	D.BL	Pe	Spi	Tim 35000H	Ros	L4IH	765	e	T	221	132	34	40x3	56x3½	½
22	381	4.5	238	40.8	82–2400	H	C	B	7–2¾	13⅛	PC	Ha	Zen	V	DR	AL	D.BL	Yo	Spi	Tim 15302	Ros	T2IMV	500	e	T	169½	103½	34	41½x3	54x3½	½
23	428	4.9	268	45.9	101–2400	H	C	C	7–2¾	13⅛	FP	Ha	Zen	V	AL	AL	D.BL	Pe	Spi	Tim 26450H	Ros	L4IH	864	e	F	221	133	34	40x3	56x4	½
24	314	5.2	213	33.7	75–2400	L	G	C	7–3	12⅝	FP	No	Str	M	DR	DR	P.BL	GO	Spi	Tim 31000H	Ros	O4IH	388	e	TX	124½	72⅝	34	40x2½	54x3	½
25	358	5.2	240	38.4	82–2400	L	G	C	7–3	12⅝	FP	Ha	Str	M	DR	DR	dpLo	GO	Spi	Tim 33000H	Ros	LO4IDV	460	e	2I	115¼	63⅝	34	40x2½	54x3	N
26	358	5.2	240	38.4	82–2400	L	G	C	7–3	13¼	FP	Pe	Str	M	DR	DR	dpLo	Pe	Spi	Tim 14703H	Ros	LO4IDV	460	e	2I	115¼	63⅝	34	40x2½	54x3	½
27	350	5.1	218	32.4	45–1450	L	G	A	2–2¾	....	SP	Bf	Str	G	AB	LN	dpLo	Ow	Spi	Own J	Ros	O2IM	434	e	2I	135½	76	34½	41x2¼	53x3	½
28	350	5.1	218	32.4	45–1450	L	G	A	2–2¾	....	SP	Bf	Str	G	AB	LN	dpLo	Ow	Spi	Own J	Ros	O2IM	516	e	2I	135½	76	34½	41x2¼	53x3	½
29	404	5.1	271	43.4	92–2400	L	G	C	7–3	14½	FP	Pe	Str	G	DR	LN	dpLo	Ow	Spi	Own J	Ros	O2IM	516	e	2I	135½	76	34½	41x2¼	53x3	½
30	404	5.1	271	43.4	92–2400	L	G	C	7–3	14½	FP	Pe	Str	M	DR	LN	dpLo	Ow	Spi	Tim 35000D	Ros	LO4IDV	574	e	FD	150	86½	34½	40x2½	54x3	½
31	404	5.1	271	43.4	92–2400	L	G	C	7–3	14½	FP	Pe	Str	M	DR	LN	dpLo	Ow	Spi	Own J	Ros	LO4IDV	502	e	FD	133½	74¾	34½	41x2½	53x3	½
32	453	5.1	309	48.6	101–2400	L	G	C	7–3	14½	FP	Pe	Str	M	DR	LN	dpLo	Ow	Spi	Tim 26450	Ros	LO4IDV	602	e	TD	175½	105	34½	42½x3	54¾x4	½
33	453	5.1	309	48.6	101–2400	L	G	C	7–3	14½	FP	Pe	Str	M	DR	LN	dpLo	Ow	Spi	Own CL	Ros	LO4IDV	670	e	TD	158⅜	88½	34½	42½x3	54¾x4	½
34	780	4.6	475	66.1	156–1800	L	G	A	7–3	16½	FP	St	Ze2	M	NE	LN	dpBL	GO	Spi	Tim27450TW	Ros	T4IA	674	e	FD	146	84	34½	42½x3	54¾x4	½
35	221	4.9	144	27.3	63–3000	L	G	C	4–2⅜	6¼	FP	No	Sch	M	DR	DR	P.Jo	Ch	Blo	Tim 30000H	Ros	L4IH	269	D	TX	Opt	Opt	31¾	38x2¼	48x2½	½
36	255	5.1	175	27.3	69–2600	L	G	C	4–2⅜	7⅜	FP	No	Sch	M	DR	DR	D.BL	Ch	Blo	Tim 31000H	Ros	L4IH	330	E	TX	Opt	Opt	31¾	38x2¼	50x3	½
37	315	4.6	200	33.8	73–2300	L	G	C	7–2⅝	12¼	CC	Wa	Sch	M	DR	DR	D.BL	Yo	Blo	Tim 33000H	Ros	L4IH	330	E	TX	Opt	Opt	31¾	38x2¼	50x3	½
38	315	4.6	200	33.8	73–2300	L	G	C	7–2⅝	12½	CC	Wa	Sch	M	DR	DR	D.BL	Yo	Blo	Tim 35000H	Ros	L4IH	330	E	TX	Opt	Opt	32	40x2½	50x3	½
39	358	4.4	230	38.4	80–2500	L	G	C	7–2⅝	12½	CC	Wa	Sch	M	DR	DR	D.BL	Yo	Blo	Tim 35000H	Ros	L4IH	576	E	FD	Opt	Opt	32	40x2½	50x3	½
40	381	4.4	242	40.8	85–2500	L	G	C	7–2⅝	12½	CC	Wa	Sch	M	DR	DR	D.BL	Yo	Blo	Tim 35000H	Ros	L4IH	576	E	FD	Opt	Opt	32	40x2½	50x3	½
41	462	4.5	305	45.9	102–2400	L	G	C	7–3	13½	CC	Wa	Sch	M	DR	DR	D.BL	Yo	Blo	Tim 35000H	Ros	L4IHV	665	E	FD	Opt	Opt	32	40x2½	50x3	½
42	517	4.5	335	51.3	110–2300	L	G	C	7–3	13⅞	CC	Wa	Sch	M	DR	DR	D.BL	Yo	Blo	Tim 35000H	Ros	L4IHV	665	E	FD	Opt	Opt	32	40x2½	50x3	½
43	549	4.5	330	48.6	100–2000	L	G	C	4–3½	11⅜	CC	Wa	Sch	M	DR	DR	D.BL	Yo	Blo	Tim 26450H	Ros	L4IHV	492	E	FD	Opt	Opt	32	40x2½	50x3	½
44	677	4.4	440	60.0	125–1900	L	G	C	4–3½	11⅜	CC	Wa	Str	M	DR	DR	D.BL	Yo	Blo	Tim 26450H	Ros	L4IHV	487	E	FD	Opt	Opt	32	40x2½	50x3	½
45	214	4.9	142	27.3	71–3200	L	C	A	4–2⅜	6⅜	CC	No	Zen	M	AL	AL	P.BB	GO	Spi	Col 4002	Ros	CB4IM	248	G	TX	113	67	34	37x2¼	52x2½	½
46	248	4.9	160	27.3	70–3200	L	C	C	7–2⅜	10⅛	CC	No	Zen	M	AL	AL	P.BB	GO	Spi	Col 4002	Ros	L4IH	353	G	TD	113	67	34	37x2¼	52x2½	½
47	248	4.9	160	27.3	70–3200	L	C	C	7–2⅜	13⅛	CC	No	Zen	M	AL	AL	P.BB	GO	Spi	Col 4002	Ros	L4IH	353	G	TD	113	67	34	37x2¼	54x3	½
48	311	4.2	196	38.4	73–2400	H	C	N	7–2¾	13⅛	CC	No	Zen	M	AL	AL	D.BL	GO	Spi	Col 5500A2	Ros	L4IH	353	G	CD	108	69	34	40x2½	54x2½	½
49	311	4.2	196	38.4	73–2400	H	C	N	7–2¾	13⅛	CC	KP	Zen	M	AL	AL	D.BL	GO	Spi	Col 5500A2	Ros	L4IHV	386	G	CD	108	69	34	40x2½	54x3	½
50	311	4.2	196	38.4	73–2400	H	C	N	7–2¾	13⅛	CC	KP	Zen	M	AL	AL	D.BL	GO	Spi	Shu 5582B	Ros	L4IHV	380	G	CD	142	84	34	40x2½	54x3	½
51	381	4.4	246	40.8	89–2400	H	C	N	7–2¾	13⅛	CC	KP	Zen	M	AL	AL	D.BL	GO	Spi	Shu 5582B	Ros	L4IHV	380	G	CD	142	84	34	40x2½	54x3	½
52	427	4.2	268	45.9	100–2400	H	C	N	7–2¾	13⅛	CC	KP	Zen	M	AL	AL	D.BL	GO	Spi	Shu 5582B-26	Ros	L4IHV	380	G	CD	142	84	34	40x2½	54x3	½
53	381	4.4	246	40.8	89–2400	H	C	N	7–2¾	13⅛	CC	KP	Zen	M	AL	AL	D.BL	GO	Spi	Shu 5582B-26	Ros	L4IHV	471	G	CD	142	84	34½	40x2½	54x3	½
54	427	4.2	268	45.9	100–2400	H	C	N	7–2¾	13⅛	CC	KP	Zen	M	AL	AL	D.BL	GO	Spi	Shu 5592B-12	Ros	L4IHV	546	G	CD	142	84	34½	40x2½	54x3	½
55	501	4.3	340	48.6	120–2200	H	C	A	7–2¾	13⅞	CC	KP	Zen	M	AL	AL	D.Fu	GO	Spi	Shu	Ros	L4IHV	546	G	CD	210	125	34¼	40x2½	54x3	½
56	194	5.2	133	26.3	53–2800	H	G	C	3–2⅛	5⅛	PG	No	Car	P	DR	DR	P.Ow	Ha	Own	Own Ind.	Own	O4IM	101	p	2I	....	28½	....	36x1¾	54x1¾	N
57	194	5.2	133	26.3	53–2800	H	G	C	3–2⅛	5⅛	PG	No	Car	P	DR	DR	P.Ow	Ha	Own	Own	Own	O4IM	170	p	2I	86⅜	51⅛	37			
58	194	5.2	133	26.3	53–2800	H	G	C	3–2⅛	5⅛	PG	No	Car	M	DR	DR	P.Ow	Ha	Own	Own	Own	O4IM	170	p	2I	112⅛	77¼	37	36x1¾	45x2½	
59	222	4.9	147	27.3	61–2800	L	G	C	4–2⅜	6¼	FP	No	Zen	M	DR	DR	D.BL	Ch	Spi	Tim 30000H	Ros	L4IH	169	p	TX	Opt	70	33½	41½x2½	54x3	N
60	294	4.5	199	31.5	79–2700	L	G	C	4–2⅜	7	FP	Wa	Zen	M	DR	DR	D.BL	Ch	Spi	Tim 31000H	Ros	L4IH	281	e	TX	Opt	73	33½	41½x2½	54x3	N
61	381	4.4	242	40.8	85–2500	L	G	C	7–2⅝	12½	FP	Wa	Zen	M	DR	DR	D.BL	Ch	Spi	Tim 31000H	Ros	L4IH	328	e	TX	Opt	85	33½	41½x2½	54x3	N
62	381	4.4	242	40.8	85–2500	L	G	C	7–2⅝	12½	FP	Wa	Zen	M	DR	DR	D.BL	Ch	Spi	Tim 33020H	Ros	L4IHV	394	e	TX	Opt	97	33½	41½x2½	56x3	N
63	462	4.5	300	45.9	102–2400	L	G	C	7–3	13⅞	FP	Wa	Str	M	AL	AL	D.BL	Ch	Spi	Tim 26450	Ros	L2IH	311	e	TD	Opt	55	34	44½x2½	56x3	N
64	393	4.9	260	42.0	103–2600	L	G	C	7–3	11½	FP	Ha	Zen	P	DR	DR	D.Fu	Pe	Spi	Wis CF15	Ros	W2/4IM	238	P	TD	108	78	30	48x3	48x3	C
65	428	4.7	280	45.9	107–2600	L	G	C	7–3	11½	FP	Ha	Zen	P	DR	DR	D.Fu	Pe	Spi	Wis CF25	Ros	W2/4IM	238	P	TD	144	89	30	48x3	48x3	C
66	468	4.8	....	43.	108–2200	L	G	C	7–3	11½	FP	Ha	Zen	P	DR	DR	D.Fu	Pe	Spi	Wis CF30	Ros	W2/4IM	238	P	TD	144	89	30	48x3	48x3	C
67	525	4.9	348	48.2	114–2200	L	G	C	7–3	11½	FP	Ha	Zen	P	DR	DR	D.Fu	Pe	Spi	Wis CF30	Ros	W2/4IM	238	P	TD	144	89	30	48x3	48x3	C
68	525	4.9	348	48.2	114–2200	L	G	C	7–3	11½	FP	Ha	Zen	P	DR	DR	D.Fu	Pe	Spi	Wis CF122	Ros	W2/4IM	252	G	TD	168	105	30	48x3½	52x3½	C
69	638	4.3	410	54.1	126–1850	L	G	C	4–3	10¼	FP	Bu	Ste	P	DR	DR	D.Fu	Pe	Spi	Wis CF122	Ros	W2/4IM	252	G	TD	168	105	30	48x3½	52x3½	C
70	779	4.3	475	66.1	177–2200	L	G	A	7–3	13½	FP	St	Zen	P	NE	NE	dpBL	Pe	Spi	Wis CF122	Ros	O2/4IA	252	G	TD	Opt	Opt	30	48x4	52x4	C
71																															
72	330	4.6	205	33.7	73–2100	L	G	C	4–2½	9	PC	No	Zen	V	AL	AL	D.BL	Ow	Blo	Tim 15300	Ros	W2IMV	370	G	TD	Opt	85	32¼	36x2½	46x2½	½
73	330	4.6	205	33.7	73–2100	L	G	C	4–2½	9⅞	PC	No	Zen	V	AL	AL	D.BL	Ow	Blo	Tim 15300	Ros	T2IMV	248	p	TD	Opt	80	32¼	38½x2½	50x3½	½
74	411	4.7	270	40.8	85–2000	L	G	C	4–2½	9⅞	PC	No	Zen	V	AL	AL	D.BL	Ow	Blo	Tim 15300	Ros	T2IMV	248	p	TD	Opt	118¼	32¼	38½x2½	50½x3	½
75	214	5.3	142	27.4	71–3200	L	C	A	4–2⅜	6⅝	FP	No	Til	M	AL	AL	D.Jo	Pe	Blo	Tim 30000H	Ros	L4IH	249	p	FD	81½	51¾	34	36x2¼	45x2½	½
76	200	4.7	121	24.0	50–2800	L	C	A	3–2⅛	5⅞	PC	No	Til	M	AL	AL	D.Jo	Pe	Blo	Tim 30000H	Ros	L4IH	249	p	FD	81¾	51½	34	36x2¼	45x2½	½
77	224	4.7	146	25.3	61–2900	L	G	C	4–2⅜	8¼	PC	Mo	Zen	V	AL	AL	D.Jo	Pe	Blo	Tim 31000H	Ros	L4IH	249	p	FD	94	60⅜	34	40x2½	50x2½	½
78	227	4.7	136	27.2	55–2400	L	C	A	3–2⅛	6⅞	PC	Mo	Til	M	AL	AL	D.Jo	Pe	Blo	Tim 31000H	Ros	L4IH	269	p	FD	81	51¾	34	26x2¼	45x2½	½
79	248	5.0	150	27.2	70–3000	L	C	C	7–2⅜	10	FP	No	Til	M	AL	AL	D.Jo	Pe	Blo	Tim 31000H	Ros	L4IH	260	p	FD	81	51¾	34	36x2¼	45x2½	½
80	278	4.7	182	31.5	85–3300	L	G	A	4–2⅜	9¼	PC	Mo	Til	M	AL	AL	P.BL	Pe	Blo	Tim 31000H	Ros	L4IH	260	p	FD	120	77¼	34	42x2¼	56x3	½
81	299	5.0	198	33.7	85–2800	L	G	A	4–2⅜	9¼	PC	Mo	Til	M	AL	AL	P.BL	Pe	Blo	Col 5500	Ros	L4IHV	330	e	FD	120	77¼	34	42x2¼	56x3	½
82	354	4.8	245	36.2	98–2700	L	G	A	4–2¾	10	PC	Mo	Til	M	AL	AL	D.Jo	Pe	Blo	Col 5500	Ros	L4IHV	375	e	FD	127	74¼	34	42x2¼	56x3	½
83	381	4.3	238	40.8	88–2400	H	C	C	7–2¾	13⅛	PC	Mo	Zen	M	AL	AL	D.Jo	Pe	Blo	Eat 423	Ros	L4IHV	375	e	FD	156	90	41½	44x2½	60x3	½
84	428	4.1	268	45.9	100–2200	H	C	C	7–2¾	13⅛	PC	Mo	Zen	M	AL	AL	P.BL	Pe	Blo	Eat 423	Ros	L4IHV	375	e	FD	176 1/4	119 1/4	41½	44x2½	60x3	½
85	611	4.1	382	54.1	127–2300	L	G	A	7–3	13⅛	PC	Pe	Zen	M	AL	AL	D.Fu	Pe	Blo	Tim	Ros	4IA	576	e	FD	198½	141⅛	41½	44x3	60x4	½
86	428	4.1	268	45.9	100–2200	H	C	C	7–2¾	13⅛	PC	Mo	Zen	M	AL	AL	P.BL	Pe	Blo	Tim 27450	Ros	4IA	576	e	FD	128⅜	73⅞	36	46x3	58x3½	½
87	214	4.7	142	27.3	61–3000	L	C	A	7–2⅛	8⅛	FP	No	Zen	O	DR	DR	P.BL	Pe	Spi	Tim 11703H	Ros	L4IH	268	p	TX	Opt	Opt	34	38x2½	50x2½	½
88	200	4.7	125	24.0	49–2800	L	C	A	3–2⅛	5⅞	FP	No	Zen	M	DR	DR	P.BB	Pe	Spi	Own 8F	Ros	L4IH	268	p	TX	96	53	34	38x2¼	50x2½	N
89	214	4.9	142	27.3	61–3000	L	C	A	4–2⅜	6⅝	FP	No	Zen	M	DR	DR	P.BB	Pe	Spi	Own 8F	Ros	L4IH	268	p	TX	96	55	34	38x2¼	50x2½	N
90	214	4.9	142	27.3	61–3000	L	C	A	4–2⅜	6⅝	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 30020H	Ros	L4IH	287	p	TX	Opt	Opt	34	38x2¼	50x2½	½
91	248	5.0	150	27.3	65–2700	L	C	C	7–2⅜	10⅛	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 31000H	Ros	L4IH	327	a	TX	Opt	Opt	34	38x2¼	54x3	½
92	288	4.6	180	32.6	72–2500	L	C	C	7–2⅜	11⅛	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L4IH	345	a	TX	134	82	34	40x2½	54x3	½
93	288	4.6	180	32.6	72–2500	L	C	C	7–2⅜	11⅛	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L4IH	345	a	TX	134	82	34	40x2½	54x3	½
94	318	4.5	200	36.0	80–2500	L	C	C	7–2⅜	11⅛	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L4IH	660	a	TD	144	88	34	40x2½	54x3	½
95	318	4.5	200	36.0	80–2500	L	C	C	7–2⅜	11⅛	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L4IH	666	a	TD	144	97	34	40x2½	54x3	½
96	360	4.4	240	40.8	88–2500	L	C	C	7–2⅜	12⅛	FP	No	Zen	M	DR	DR	D.BL	Pe	Spi	Tim 35000H	Ros	L4IHV	768	a	TD	132	92	34	40x2½	54x3	½
97	381	4.2	236	40.8	88–2400	H	C	C	7–2¾	13⅛	FP	No	Zen	O	DR	DR	D.BL	Pe	Spi	Tim 26450H	Ros	T4IHV	876	a	2I	162	109	34	46x3	60x3½	½
98	427	4.2	268	45.9	112–2400	H	C	C	7–2¾	13⅛	FP	No	Zen	M	DR	DR	D.BL	Pe	Spi	Tim27450TW	Ros	T4IA	921	a	2I	162	109	34	46x3	56x4	½
99	248	5.0	150	27.3	65–2700	L	C	C	7–2⅜	10⅛	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 30020H	Ros	L4IHV	380	p	TX	(3)	(3)	34	38x2¼	50x2½	½
100	288	4.6	180	32.6	72–2500	L	C	C	7–2⅜	11⅛	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 31000H	Ros	L4IHV	452	a	TX	(3)	(3)	34	38x2¼	54x3	½
101	360	4.4	240	40.8	88–2500	L	C	C	7–2¾	11⅛	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L4IHV	578	a	TD	(3)	(3)	34	40x2½	54x3	½
102	381	4.2	236	40.8	88–2400	H	C	C	7–2¾	13⅛	FP	No	Zen	H	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L4IHV	660	a	TD	(3)	(3)	34	40x2½	54x3	½
103	500	4.2	340	48.6	121–2400	H	C	A	7–2¾	13⅛	FP	No	Zen	M	DR	DR	D.BL	Pe	Spi	Tim 35000A	Ros	L4IHV	768	a	TD	(3)	(3)	34	40x2½	54x3	½
104	611	4.5	384	54.1	127–2300	L	G	A	7–3	13¼	FP	No	Zen	M	DR	DR	dpBL	Pe	Spi	Tim 26450W	Ros	Ws4IA	921	a	TD	(3)	(3)	34	46x3	60x3½	½

Line Number	MAKE AND MODEL	GENERAL (See Keynote) Tonnage Rating	Chassis Price	Standard Wheelbase	Max. W. B. Furnished	Gross Vehicle Weight	Chassis Wt. (Stripped)	TIRE SIZE Front	TIRE SIZE Rear	MAJOR UNITS. ENGINE Make and Model	ENGINE No. of Cylinders Bore and Stroke	TRANSMISSION Make and Model	TRANSMISSION Location and Forward Speeds	TRANSMISSION Aux. Location and Speeds	REAR AXLE Make and Mode	REAR AXLE Gear and Type	REAR AXLE Drive and Torque	REAR AXLE GEAR RATIOS In High	REAR AXLE GEAR RATIOS In Low	FRAME Side Rail Dimensions	FRAME Type
1	Day Elder(4)	60 1	895	135	156	6000	3300	B6.00/20	B6.50/20	Con 25A	6-3⅜x4	WG T9	U 4	No	Tim 53200H	BF	H	5.66	36.3	5⅞x3¾x¼	C
2		85 1½–2	1395	135	168	8500	3850	B6.00/20	DB6.50/20	Con 16C	6-3⅜x4⅝	WG T9	U 4	No	Tim 53200H	BF	H	6.60	42.3	5⅞x3¾x¼	C
3		110 2	1825	156	186	11000	4800	B7.00/20	DB7.00/20	Con 16C	6-3⅜x4⅝	WG T9	U 4	No	Tim 54200H	BF	H	6.80	44.9	7x3¼x¼	C
4		130 2½	2225	157	199	13000	6600	B7.50/20	DB7.50/20	Con 16R	6-4x4½	BL 314	U 4	No	Tim 56200H	BF	H	6.16	40.7	7x4x¼	C
5		160 3	2795	156	204	16000	6800	B7.50/20	DB9.00/20	Con 18R	6-4x4½	BL 51	U 4	No	Tim 65200H	WF	R	6.75	36.1	9x3½x¼	C
6		200 4	3295	156	204	20000	7600	B9.00/20	DB9.00/20	Con 18R	6-4x4½	BL 554	U 4	No	Tim 65720H	WF	R	7.75	43.5	9x3½x¼	C
7		240 5	4295	162	202	24000	9500	P38x9	DP38x9	Con 21R	6-4⅜x4¾	BL 615	A 4	No	Tim 66720H	WF	R	9.50	50.8	10x3¾x¼	C
8	Diamond T	210 1½	595	135	158	8500	3100	B5.50/20	B6.50/20	Her JXA	6-3⅝x4½	WG T9	U 4	No	Cla B373E	SF	H	Opt	Opt	6½x2½x⅜	T
9		240A 1¾	795	137	167	9500	3400	P32x6	P32x6	Her JXA	6-3⅝x4½	WG T9	U 4	No	Cla B410	SF	H	Opt	Opt	7x3½	T
10		310 2	995	155	167	12000	4200	B6.50/20	DB6.50/20	Her JXB	6-3⅝x4½	WG T9	U 4	No	Cla B613	SF	H	Opt	Opt	7x3½	T
11		303FB 2–2½	2425	199	...	13500	6100	B7.50/20	DB7.50/20	Her WXC	6-4x4½	Co RUS4C	U 4	No	Cla B613	SF	H	Opt	Opt	6½x3x¼	B
12		410 3	1595	160	186	15000	5400	B7.50/20	DB7.50/20	Her WXB	6-3⅝x4½	Co W4B	U 4	No	Cla B642	SF	H	Opt	Opt	6½x3x¼	P
13		504A 3	2650	166	208	17500	6420	B8.25/20	DB8.25/20	Her WXC	6-4x4½	Co RUS4C	U 4	No	Wis 69317 BL	2F	R	Opt	Opt	6½x3x¼	P
14	(N) 506A	3	2950	174	240	17500	6600	B8.25/20	DB8.25/20	Her WXC3	6-4¼x4½	Co RU5C	U 5	No	Wis 69317 BL	2F	R	Opt	Opt	6½x3x¼	P
15		603 3–4	3395	169	230	20000	7540	B9.00/20	DB9.00/20	Her YXC	6-4⅜x4¾	Co RU5C	U 5	Op	Wis 1237H	2F	R	Opt	Opt	6½x3x¼	P
16	(N) 606B	3–4	3695	179	246	20000	7600	B9.00/20	DB9.00/20	Her RXB	6-4½x5¼	Co RU5C	U 5	No	Wis 1237H	2F	R	Opt	Opt	6½x3x¼	P
17		510 4	1995	158	186	18000	6000	B7.00/20	DB8.25/20	Her WXC	6-4x4½	Co RUS4C	U 4	No	Tim 58208H	SF	H	Opt	Opt	6½x3x¼	P
18		750 4–5	4925	178	238	24000	9300	B9.75/22	DB9.75/22	Her RXC	6-4⅝x5½	Co SA5	A 5	Op	Wis 1627 KW	2F	R	Opt	Opt	7½x3½x⅜	P
19	Differential	DS 2½	3200	160	...	18100	5100	P34x7	DP34x7	Lyc ASD	6-3¾x4½	BL 314	U 4	No	Tim 56000H	BF	H	6.1	40.2	7½x2½x¼	P
20	Dodge Bros.	UF-10 ½	375	109	109	4025	1925	B5.00/19	B5.00/19	Own	4-3⅝x4¼	Own	U 3	No	Own	S½	H	4.66	13.9	5x1¾x⅛	C
21		F-10 ½	445	109	109	4125	1975	B5.25/19	B5.25/19	Own	6-3¼x4	Own	U 3	No	Own	S½	H	4.66	13.9	5x1¾x⅛	C
22		¾–1	490	124	124	4760	2260	B6.00/20	B6.00/20	Own	4-3⅝x4¼	Own	U 3	No	Own	S½	H	5.63	21.1	6x2¾x⅛	C
23		¾–1	595	124	124	4860	2360	B6.00/20	B6.00/20	Own	6-3⅜x3⅞	Own	U 3	No	Own	S½	H	5.11	19.2	6x2¾x⅛	C
24		1–1½	495	133	133	5840	2590	P6.00/20	P32x6	Own	4-3⅝x4¼	Own	U 4	No	Own	S½	H	5.6	36.1	6x2¾x⅛	C
25		1–1½	595	133	133	5940	2690	P6.00/20	P32x6	Own	6-3⅜x3⅞	Own	U 4	No	Own	S½	H	5.1	33.4	6x2¾x⅛	C
26		UG-30 1–2	525	131	157	8200	2490	B6.00/20	P32x6	Own	4-3⅝x4¼	Own	U 4	No	Own	SF	H	5.85	36.1	7x2⅛x⅛	C
27		G30 1–2	585	131	157	8275	2560	B6.00/20	P32x6	Own	6-3¼x4¼	Own	U 4	No	Own	SF	H	5.85	36.1	7x2⅛x⅛	C
28		G43 1–3	795	136	165	10500	3345	B7.00/20	DB7.00/20	Own	6-3¼x4⅜	Own	U 5	No	Own	SF	H	6.37	50.9	8½x2⅛x⅛	C
29		UF-30 1¼–2	795	136	165	8225	2581	B6.00/20	P32x6	Own	4-3⅝x4¼	Own	U 4	No	Own	SF	H	5.67	37.1	7x2¾x⅛	C
30		F-30 1¼–2	695	136	165	8275	2631	B6.00/20	P32x6	Own	6-3¼x4¼	Own	U 4	No	Own	SF	H	5.67	37.1	7x2¾x⅛	C
31		F-35 1½–2½	1425	140	165	10175	3780	B6.00/20	DB6.00/20	Own	6-3⅜x3⅞	Own	U 4	No	Own	SF	H	6.38	41.4	7½x2⅛x⅛	C
32		F-40 2–3½	1995	150	190	14590	5173	B6.50/20	DB6.50/20	Own	6-3⅝x5	Own	U 4	No	Own	SF	H	6.38	43.7	9½x3¼x⅜	C
33		3–4	1515	135	185	12250	4235	P32x6	DP32x6	Own	6-3⅝x4½	Own	U 4	No	Own	S½	H	7.13	46.3	7x2⅞x⅜	C
34		(5) F-61 3–5½	2575	170	195	19429	5789	P32x6	DP32x6	Own	6-3⅝x5	Own	U 4	No	Own	SF	H	7.12	48.8	10x3¼x⅜	C
35		(5) G-81 4–7½	5285	170	220	25000	7840	B9.75/20	DB9.75/20	Own	8-3½x5	Own	U 5	No	Own	SF	H	7.71	69.6	10⅜x3⅜x½	C
36	Douglas	A6 1	1095	135	145	7500	3075	P30x5	P30x5	Bud J214	6-3¾x4	WG T9	U 4	No	Cla B370	SF	H	5.6	36.3	5¾x3¾x⅜	T
37		B4 1½	2050	150	Op	9000	3950	P30x5	P32x6	Bud WTU	4-3¾x5½	Fu MKU12	U 4	No	Wis 4627	2F	R	6.57	26.3	5x1¾x¼	T
38		B6 1½	2150	150	Op	10500	4100	P30x5	P32x6	Bud HS6	6-3⅝x4½	Fu MKU12	U 4	No	Wis 4627	2F	R	6.57	26.3	6x2¼	T
39		C4 2	3275	156	Op	12500	5100	P32x6	P34x7	Bud KBU-I	4-4x5½	Fu MGU14	U 4	Op	Wis 6617	2F	R	6.9	44.8	6x2¼	T
40		C6 2	3425	168	Op	15500	5850	P32x6	P34x7	Bud DW6	6-3¾x5	Fu MGU14	U 4	Op	Wis 6617	2F	R	6.33	41	6x2x¼	T
41		CD4 2½	3855	190	Op	17500	5860	P34x7	P36x8	Bud EBU-I	4-4¼x5½	Fu MGU14	U 4	Op	Wis 8817	2F	R	7.85	51.0	7x2½x¼	T
42		CD6 2½	3955	190	Op	17500	5800	P34x7	P36x8	Bud DW6	6-3¾x5	Fu MGU14	U 4	Op	Wis 8817	2F	R	7.85	51.0	7x2½x¼	T
43		D4 3	4010	186	Op	20000	6500	S36x5°	S36x10°	Bud YBU-I	4-4¼x6	Fu RU16	U 4	Op	Wis 892A	2F	R	7.25	34.8	8x2¼x¼	T
44		D6 3	4430	186	Op	20000	6800	P36x6	DP38x7	Bud BUS	6-4x5½	Fu RU16	U 4	Op	Wis 892A	2F	R	7.25	34.8	8x2¼x¼	T
45		D6 5p. 3	5500	216	Op	22000	7560	P38x7	DP40x8	Bud K428	6-4¼x5½	Fu HOG	U 4	Op	Wis 1418	2F	R	8.18	76.7	10x2¾x⅜	T
46		F4 5	5500	185	Op	26000	9200	S36x6	S40x12	Bud BBU	4-5x6½	Fu HU18	U 4	Op	Wis 1458	2F	R	9.12	57.	10x2¾x⅜	T
47		F6 5	6300	196	Op	26000	9200	B9.75/20	DB9.75/20	Bud GL6	6-4½x6	Fu HU18	U 4	Op	Wis 1567	2F	R	10.3	64.4	10x2¾x⅜	T
48	Duplex	GF 2	2800	143	...	10500	4700	P32x6	P34x7	Bud WTU	4-3¾x5½	BL 31	U 3	No	Tim 64600	W½	H	6.50	34.8	5x3x¼	C
49		GS 2	2950	143	...	10500	4800	P32x6	P34x7	Bud HS6	6-3¾x4½	BL 31	U 3	No	Tim 64600	W½	H	6.50	34.8	5x3x¼	C
50		S 3	3600	160	...	15000	5600	P32x6	P36x8	Bud DW6	6-3¾x5	BL 324	U 4	No	Tim 65001	WF	H	6.75	36.2	6x3¼x¼	C
51		FAC 3½	4250	166	...	16500	7200	S34x5	S36x8	Bud EBU-I	4-4¼x5½	BL 51	U 5	No	Tim 65706	WF	H	8.5	45.5	7x3½x¼	C
52		EF 3½	4250	130	...	17000	6500	S36x8	S36x8	Bud EBU-I	4-4¼x5½	BL 51	U 4	A 2	Own EF1	I	R	8.00	86.0	6x3¼x¼	I
53		SAC 4	4750	166	...	18000	7400	S34x5	S36x8	Bud K428	6-4⅜x4¾	BL 55	A 7	No	Tim 65706	WF	R	8.5	81.0	7x3½x¼	C
54		K 5	5200	172	...	21000	8000	B10.50/20	DB10.50/20	Bud L525	6-4½x5½	BL 60	A 7	...	Own 76725	Op	R	Opt	Opt	8x3½x¼	C
55		M 5–7	7600	Op		28000	10000	P34x7	D836x7	Bud GL6	6-4½x6	BL 70	7	No	Tim 68700	WF	R	Opt	Opt	9½x3½x½	C
56	Fageol	101 1½–2½	900	148	167	8000	3700	B7.00/20	B7.00/20	Wau XAK	4-3¾x4⅜	WG T9	U 4	No	Tim 53600H	BF	H	5.14	32.9	5x3x¼	T
57		106 1½–2½	1400	161	173	8500	3975	B7.00/20	B7.00/20	Wau TS	6-3¼x4¾	WG T9	U 4	No	Tim 53200H	B½	H	5.83	37.3	5x3x¼	T
58		135 2–3	1900	161	177	10500	5150	P30x5	DP30x5	Wau TL	6-3¾x4¾	WG T9	U 4	No	Tim 54200H	BF	H	5.83	37.3	5½x3⅜	T
59		250 2½–4	2750	178	196	14000	5750	P34x7	DP34x7	Wau MK	6-4½x4¾	BL 314	U 4	No	Tim 56200H	BF	H	6.16	37.3	6½x3¼x¼	T
60		300 3–5	3250	178	196	16000	6250	B9.00/20	DB9.00/20	Wau MK	6-4½x4¾	BL 314	U 4	No	Tim 58200H	BF	H	6.83	41.5	6½x3¼x¼	T
61		370 5–7	4350	182	200	22000	8080	B9.00/20	DB9.00/20	Wau SRK	6-4½x5½	BL 554&60	U 4	A 3	Tim 65706	WF	R	5.19	27.	7½x3½x¼	C
62	Federal	D3 1½	670	130	166	8500	3225	B6.00/20	P32x6	Con W10	4-3¾x4¼	WG T9	U 4	No	Cla B374	SF	H	6.38	40.8	6x2¾x¼	C
63		E3 1½	695	130	166	8500	3225	B6.00/20	P32x6	Con 25A	6-3¾x4¼	WG T9	U 4	No	Cla B374	SF	H	6.38	40.8	6x2¾x¼	C
64		F7 1¾	1325	132	164	10000	3765	P30x5	DP30x5	Con 16C	6-3¾x4⅝	Own 7774	U 4	No	Tim 52005H	SF	H	5.83	29.2	6x1¾x⅜	C
65		F8 1¾–2	1425	132	164	11500	3865	P30x5	DP30x5	Con 16C	6-3¾x4⅝	Own 7774	U 4	No	Tim 54200H	SF	H	6.8	31.0	6x2¾x¼	C
66		G5 2	995	132	164	11500	3750	B6.50/20	DB6.50/20	Con 25A	6-3⅝x4	Own 7774	U 4	No	Tim 54200H	SF	H	6.13	34.0	6x2¾x⅜	C
67		A6 2	1695	151	200	13500	4580	P32x6	DP32x6	Con 16C	6-3⅝x4⅝	Own 7776	A 4	No	Cla B610	SF	H	6.38	38.5	6x3¼x¼	C
68		A6T 2½	1995	151	200	15000	5110	P32x6	DP32x6	Con 16C	6-3⅝x4⅝	Own 7776	A 4	No	Tim 58000H	SF	H	7	80	47.1	6x3½x¼	C
69		A6TW 2½	2130	151	200	15000	5110	P32x6	DP32x6	Con 16C	6-3⅝x4⅝	Own 7776	A 4	No	Tim 65001H	WF	H	8.15	52.9	6x3½x¼	C
70		T3W 2½	1595	148	185	14000	5110	P32x8	P32x8	Wau V	4-4x5	Own 7754	A 4	No	Tim 64603H	W½	R	7.25	36.3	6x3½x¼	C
71		T8WF 2½	1795	148	185	15000	5400	P32x6	DP32x6	Con 16C	6-3⅜x4⅝	Own 7754	A 4	No	Tim 65600HP	WF	R	7.75	38.8	6x3½x¼	C
72		T10B 2½–3	2550	165	230	18000	6550	P34x7	DP34x7	Con 16R	6-4x4½	Own 7784	A 4	No	Tim 58200H	BF	R	6.83	44.9	7½x3½x⅜	C
73		T10W 2½–3	2685	165	230	18000	6550	P34x7	DP34x7	Con 16R	6-4x4½	Own 7784	A 4	No	Tim 65200H	w/2	R	6.75	44.0	7½x3½x⅜	C
74		A600 2½–3	1745	157	206	15000	5050	B7.50/20	DB7.50/20	Con E600	6-3⅛x4½	Own 7784	A 4	No	Cla B610	SF	H	6.38	38.5	6x3½x¼	P
75		A600T 3–3½	2045	157	206	17000	5600	B8.25/20	DB8.25/20	Con E600	6-3⅛x4½	Own 7784	A 4	No	Tim 58000H	SF	H	7.8	47.1	6x3½x¼	P
76		A600TW 3–3½	2180	157	206	17000	5600	B8.25/20	DB8.25/20	Con E600	6-3⅛x4½	Own 7784	A 4	No	Tim 65001H	WF	H	8.75	52.9	6x3½x¼	P
77		U6 3½–4	3860	165	230	21000	7420	P36x8	DP36x8	Con 20R	6-4½x4¾	BL 607	A 7	No	Tim 65706H	w/2	R	6.8	64.6	7½x3½x¼	C
78		C7 5–6	4485	195	249	24000	9550	B9.75/20	DB9.75/20	Con 21R	6-4⅜x4¾	BL 607	A 7	No	Tim 76725H	w/2	R	7.92	75.2	7½x3½x⅜	P
79		C8 5–6	4595	195	249	24000	9650	B9.75/20	DB9.75/20	Con 21R	6-4⅜x4¾	BL 607	A 7	No	Tim 76725W	w/2	R	7.92	75.2	7½x3½x⅜	P
80		X8 7½	4335	162	186	30000	10475	B36x8	S40x14	Con B7	4-5x6	BL 60	A 7	No	Tim 68700DP	w/2	R	11.7	111	9½x3½x1⅛	C
81		X8R 7½	4735	162	186	30000	10475	P40x8	DP40x8	Con 21R	6-4½x4¾	BL 60	A 7	No	Tim 68702DP	w/2	R	11.7	111	9½x3½x1⅛	C
82	Fisher-Std.	JR-BX ¾–1	875	120	128	6800	2800	P30x5	P30x5	Con W10	4-3⅞x4¼	WG T9	U 4	No	Sal F	S½	H	5.37	34.4	6⅛x2¼x¼	C
83		Sp.X 1½	950	128	136	7800	3150	P30x5	DP30x5	Con W20	4-4¼x4¼	Co F4B	U 4	No	Tim 52200H	SF	H	5.83	37.3	6x2¾x¼	C
84		10-AX 1½–2	1090	136	165	8800	3220	P30x5	P32x6	Con 17E	6-3⅝x4	BL 214	U 4	No	Tim 53200H	SF	H	5.14	32.9	6x2¾x¼	C
85		15A 1½–2	1390	144	165	8000	3250	P30x5	P32x6	Con 17E	6-3⅝x4	BL 214	U 4	No	Tim 52200H	SF	H	5.83	37.4	6x2¾x¼	C
86		22A 2	1945	156	162	8800	3700	P32x6	DP32x6	Con 16C	6-3⅜x4⅝	BL 314	U 4	No	Tim 54200H	SF	R	5.83	38.5	6x2¾x¼	C
87		30A 3	2495	160	190	16800	5600	P34x7	DP34x7	Con 11R	6-3¾x4½	BL 314	U 4	No	Tim 56200H	SF	R	6.16	40.6	7½x2½x⅜	C
88		31A 3	2975	160	190	16800	5800	P34x7	DP34x7	Con 11R	6-3¾x4½	BL 51	U 4	No	Wis 6787L	SF	R	6.41	42.3	7½x2½x⅜	C
89		61A 3½	3750	151	190	16800	5600	P34x7	DP34x7	Con 16R	6-4x4½	BL 51	U 4	No	Tim 58200H	SF	R	6.16	52.9	6½x2½x¼	C
90		80A 4	4500	168	200	21600	6900	P36x8	DP36x8	Con 18R	6-4x4½	BL 55	U 7	No	Tim65720H	SF	R	7.75	73.6	7½x2½x⅜	C
91		100A 5	4600	168	200	21600	8300	P36x8	DP36x8	Con 21R	6-4½x4¾	BL 60	U 7	No	Tim 66720W	SF	R	8.2	77.9	8x2½x⅜	C
92		105A 5	5300	168	200	25000	8400	P38x9	DP38x9	Con 21R	6-4½x4¾	BL 60	U 7	No	Tim68720TW	SF	R	8.75	83.1	8x2½x⅜	C
93	Ford Comm.	A	320	106	106	.....	1675	B5.25/18	B5.25/18	Own A	4-3⅜x4¼	Own	U 3	No	Own	S¾	U	3.7	11.7	.....	C
94	Truck	AA 1½	470	131	157	.....	2738	B6.00/20	P32x6	Own	4-3⅞x4¼	Own	U 4	No	Own	S¾	U	6.6	42.2	7x2¾x⅜	C
95	F.W.D.	H4 1½	3325	120	160	9300	5300	P34x7	P34x7	Wis SU	4-4x5	Cot A	A 4	Op	Own H	BF	H	7.86	38.0	5⅛x2¼x½	C
96		H6 2	3425	133	160	11000	5500	P34x7	P34x7	Wau MS	6-3¾x4¾	BL 51	U 4	No	Own H	BF	H	8.92	47.7	5⅛x2¼x½	C
97		BTL-6 2	3900	137	160	11500	6000	P36x8	P36x8	Wau MS	6-3¾x4¾	BL 55	A 7	R 2	Own HT	BF	H	6.95	84.7	5⅛x2¼x½	C
98		HH-6 2½	4000	138	170	12900	6400	P36x8	P36x8	Wau MK	6-4½x4¾	BL 55	A 7	R 2	Own U	BF	H	6.95	84.7	5⅛x2¼x½	C
99		B 3	4200	124	156	13960	6460	S36x6	S36x6	Own A	4-4¾x5½	Cot DAF	A 3	Op	Own B	BF	H	8.9	35.9	5⅛x2¼x½	C
100		CU-6 3½	5120	148	180	17500	7500	P38x9	P38x9	Wau SRS	6-4½x5½	Own U	A 5	Op	Own U	BF	H	8.9	88.6	7x3½	C
101		CU6A 3½	4600	148	180	17400	7400	B10.50/20	DB10.50/20	Wau SRL	6-4½x5½	BL	U 5	...	Own U	...	H	6.72	55.2	7x3½	C
102		SSU 4	5220	148	Op	18600	7600	P38x9	P38x9	Wau SRL	6-4½x5½	Own U	A 5	Op	Own U	BF	H	8.9	88.6	7x3½	C
103		M5 5	7600	165	195	24800	11800	B12.75/20	B12.75/20	Wau SRK	6-4½x5½	BL 714	U 4	A 2	Own M	2F	H	10.0	207.	8x3½	C
104		MF6 5	6200	148	Op	24000	9300	B10.50/20	DB10.50/20	Wau AB	6-4½x5¾	Own U	A 5	...	Own M	BF	H	8.9	88.6	8x3½	C
105		LBU 5	4800	171	Op	22000	9000	B9.00/20	DB9.00/20	Wau SRS	6-4½x5½	BL 55	U 4	...	Own U	D	H	7.35	39.5	7x3½	C
106		M7 7	8700	165	Op	31750	13000	P40x10	DP40x10	Wau RB	6-5x5¾	BL 714	U 4	A 2	Wis	2F	H	8.36	173.	10x3x⅜	C
107	Garford	40Z 2½	3240	168	185	12500	5100	P36x6	DP36x6	Bud DW6	6-3¾x5	Fu MGU14	U 4	No	Tim 63702	WF	R	6.5	34.8	6x3x¼	C
108		811Z 2	2030	162	192	10000	4500	P32x6	DP32x6	Bud H86	6-3½x4½	BL 20	U 4	No	Tim 54000	SF	R	5.83	29.2	6x2½x½	C
109		60Z 3	4680	175	192	18000	7100	P36x6	DP38x7	Bud BA6	6-4½x5⅝	Fu VU	U 5	No	Tim 65706	WF	R	8.5	63.0	7x3½x¼	P
110		80Z 4	5330	175	192	24000	8400	S36x6	S36x14	Bud BA6	6-4½x5⅝	BL 60-Max	A 7	No	Tim 66700	WF	R	10.3	98.2	8x3½x¼	C
111		100Z 5	5830	175	192	30000	9600	S36x6	S40x14	Bud BA6	6-4½x5⅝	BL 60-Max	A 7	No	Tim 68700	WF	R	10.1	95.0	8x3½x¼	C
112	General Mot. (6)	T15 ½–1½	645	130	141	6500	2625	B5.50/20	B5.50/20	Own 200	6-3⅛x3½	Own	U 3	No	Own	S½	H	4.86	16.1	6x2¼x½	C
113		T18 1–2	595	131	157	8200	2785	P30x5	P32x6	Own 200	6-3⅛x3½	Own	U 4	No	Own	S½	U	5.43	35.7	6x2¼x½	L
114		T19 1½–2½	745	130	164	10000	3110	B5.50/20	P32x6	Own 200	6-3⅛x3½	Own	U 4	Op	Own	SF	H	6.2	40.7	6x2¼x½	L
115		T25 1½–2	1200	130	152	9000	3375	B6.00/20	B7.50/20	Buick	6-3⅛x4⅝	Own	U 4	No	Own	S½	H	5.83	29.6	6x2¼x½	L
116		T26 2–3	1210	130	164	11000	3685	B6.50/20	B8.25/20	Own 257	6-3⅛x4⅝	Own	U 4	No	Own	SF	H	5.67	35.7	6½x2¼x¼	L
117		T30 2–3	1545	141	164	12500	4490	P30x5	DP30x5	Buick	6-3⅛x4⅝	Own	U 4	No	Own	S½	H	5.63	28.6	6⅛x3x½	L
118		T31 2½–4	1695	141	181	14000	4695	P32x6	DP32x6	Own 257	6-3⅛x4⅝	Own	U 4	No	Own	SF	H	5.63	35.5	6⅛x3x½	L
119		T42 2½–4	1845	141	181	15000	4725	P32x6	DP32x6	Buick	6-3⅛x4⅝	Own	U 4	No	Own	S½	H	6.57	33.4	6⅛x3x½	L
120		T44 3–4½	2065	141	181	16000	5095	P34x7	DP34x7	Buick	6-3⅛x4⅝	Own	U 4	No	Own	2½	R	8.05	40.9	6⅛x3x½	L
121		T45 3–4½	1865	141	181	16000	4910	P32x6	DP32x6	Own 257	6-3⅛x4⅝	Own	U 4	No	Own	SF	R	6.57	41.4	6⅛x3x½	L
122		T51 4–5½	2465	155	200	19000	5955	P34x7	DP34x7	Own 331	6-3⅛x5	Own	U 4	No	Own	SF	R	6.57	40.6	9x3½x½	L
123	continued	T60 5–6½	3035	154	200	22000	6925	P34x7	DP34x7	Buick	6-3¾x5	Own	U 4	Op	Own	WF	R	8.50	52.5	9x3½x½	L

	ENGINE DETAILS								MAIN BEARINGS				FUEL SYST.		ELECTRICAL					FRONT AXLE		BRAKES				BODY MOUNTING DATA			SPRINGS		
																						SERVICE									
Line Number	Piston Displacement	Compression Ratio	Torque lb. ft.	N.A.C.C. Rated H.P.	Max. Brake H.P. at R.P.M. Given	Valve Arrangement	Camshaft Drive	Piston Material	Number and Diameter	Length	Oiling System Type	Governor Make	Carburetors Make	Fuel Feed	Ignition System Make	Generator, Starter Make	Clutch Type and Make	Radiator Make	Universals Make	Make and Model	Steering Gear Make	Make, Location Type, Operation	Lining Area	Drum Material	Hand Type, Location	Cab to Rear of Frame	Cab to Rear Axle	Width of Frame	Front	Rear	Auxiliary Type
1	214	4.9	142	27.3	61-3000	L	C	A	4-2⅜	6⅜	FP	No	Zen	M	DR	DR	P.BB	GO	Spi	Tim 30000H	Ros	L4IH	380	a	TX	106½	58½	34	40x2¼	54x2½	½
2	248	5.0	160	27.3	65-2700	L	C	C	7-2⅜	10 9/32	FP	No	Zen	M	DR	DR	P.BB	Pe	Spi	Tim 30000H	Ros	L4IH	380	a	TX	105	57	34	40x2¼	54x2½	½
3	248	5.0	160	27.3	65-2700	L	C	C	7-2⅜	10 9/32	FP	No	Zen	M	DR	DR	P.BB	Pe	Spi	Tim 31000H	Ros	L4IH	452	a	TX	135	78½	33½	40x2¼	54x3	½
4	311	4.1	196	38.4	73-2400	H	C	N	7-2¾	13 3/16	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L4IH	578	a	TX	124½	69	33½	40x2¼	56x3	½
5	339	4.2	212	38.4	82-2400	H	C	N	7-2¾	13 3/16	FP	Ha	Zen	M	DR	DR	D.BL	Pe	Spi	Tim 33000H	Ros	L4IH	659	a	DX	132	80½	34	42x2½	56x3	½
6	339	4.2	212	38.4	82-2400	H	C	N	7-2¾	13 3/16	FP	Ha	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 35000H	Ros	L4IHV	768	a	DX	132	80½	34	42x2½	56x3	½
7	427	4.2	267	45.9	100-2600	H	C	N	7-2¾	13 3/16	FP	Ha	Zen	M	DR	DR	P.BL	Pe	Blo	Tim 36020H	Ros	L4IHV	921	a	DX	132	78	33	48x3	60x3½	½
8	228	4.4	143	27.3	60-2400	L	G	C	7-2½	10 11/16	PC	No	Zen	M	AL	AL	P.BB	GO	Spi	Cla F212A	Ros	L4IH	186	a	TX	93	51½	34	42x2	50x2½	N
9	228	4.4	143	27.3	60-2400	L	G	C	7-2½	10 11/16	PC	No	Zen	M	AL	AL	P.BB,B	GO	Spi	Cla F212A	Ros	L4IH	219	a	TX	96	54	34	42x2½	53x2½	½
10	263	4.4	164	31.5	68-2400	L	G	A	7-2½	10 11/16	PC	No	Zen	M	AL	AL	P.BB.B	GO	Spi	Cla F308	Ros	L4IH	350	pa	TX	126	72	34	42x2½	53x2½	½
11	339	4.4	212	38.4	76-2400	L	G	C	7-2⅝	13¼	PC	Ha	Zen	M	LN	LN	P.BB	GO	Spi	Cla F308	Ros	L4IHV	350	pa	TD	Opt	112⅝	34	45¼x2½	56x3	½
12	298	4.4	190	33.7	69-2400	L	G	C	7-2⅝	13¼	PC	Ha	Zen	M	AL	AL	P.BB.B	GO	Spi	Cla F308	Ros	L4IHV	350	pa	TD	117	74⅜	34	45½x2½	56x3	½
13	339	4.4	212	38.4	76-2400	L	G	C	7-2⅝	13¼	PC	Ha	Zen	M	AL	AL	D.Co	GO	Spi	Shu 5582B	Ros	L4IHV	408	pa	TD	126	80⅛	34	45¼x2½	56x3	½
14	384	4.4	262	43.3	90-2200	L	G	C	7-2⅝	13¼	PC	Ha	Zen	M	LN	LN	D.Co	GO	Spi	Shu 5582B	Ros	L4IHV	408	pa	TD	138	87⅝	34	45¼x2½	56x3	½
15	428	4.4	280	45.9	93-2200	L	G	C	7-3	14	PC	Ha	Zen	M	AL	AL	D.Co	GO	Spi	Shu 5582B	Ros	L4IHV	499	a	TD	120	79½	34	45¼x2½	56x3	½
16	501	4.4	330	48.6	111-2200	L	G	C	7-3	12½	PC	Ha	Zen	M	LN	LN	D.Co	GO	Spi	Shu 5582B	Ros	L4IHV	499	a	TD	138	88	34	45¼x2½	56x3	½
17	339	4.4	213	38.4	76-2400	L	G	C	7-2⅝	13¼	PC	Ha	Zen	M	AL	AL	D.Co	GO	Spi	Shu 5582B	Ros	L4IHV	350	pa	TD	114	71⅝	34	45¼x2½	56x3	½
18	529	4.4	350	51.3	114-2200	L	G	C	7-3	12½	PC	Ha	Zen	M	AL	AL	D.Co	GO	Spi	Shu 678	Ros	Ws 4IA	552	a	TD	138	89¼	34	46x3	56x3½	½
19	299	4.9	198	33.7	85-2800	L	G	C	4-2⅝	9⅛	PC	Mo	Til	M	AL	AL	D.BL	Pe	Blo	Tim 33000H	Ros	L4IHV	330	a	FD	120	77¼	34	42x2¼	50x3	½
20	196	4.6	124	21.0	48-2800	L	G	A	3-2¼	6⅛	FP	No	Car	M	DR	DR	P.BB	Fe	Own	Own	Own	O4IH	121	p	TX	53⅞	26⅝	42 11/16	35½x1¾	53½x1 11/16	N
21	211	5.3	134	25.3	60-3200	L	C	S	4-2¼	6¼	FP	No	Car	M	DR	DR	P.BB	Fe	Own	Own	Own	O4IH	121	p	TX	53⅞	26⅝	42 11/16	35½x1¾	53½x1 11/16	N
22	196	4.6	124	21.0	48-2800	L	G	S	3-2¼	6⅛	PC	No	Car	V	DR	DR	P.BB	Fe	Own	Own	Ha	O4IH	189	p	TX	66⅞	31	37⅞	39x2	48x2½	N
23	208	5.1	132	27.3	63-3200	L	C	S	7-2⅜	10 11/64	PC	No	Zen	V	NE	NE	P.BB	Fe	Own	Own	Ha	O4IH	189	p	TX	66⅞	31	37⅞	39x2	48x2½	N
24	196	4.6	124	21.0	48-2800	L	G	S	3-2¼	6⅛	PC	Ha	Car	V	DR	DR	P.BB	Fe	Own	Own	Ha	O4IH	206	p	TX	85⅞	50	37⅞	39x2	48x2½	N
25	208	5.1	132	27.3	63-3200	L	C	S	7-2⅜	10 11/64	PC	Ha	Zen	V	NE	NE	P.BB	Fe	Own	Own	Ha	O4IH	206	p	TX	85⅞	50	37⅞	39x2	48x2½	N
26	196	4.6	124	21.0	48-2800	L	G	A	3-2¼	6⅛	FP	No	Car	M	DR	DR	P.BB	Fe	Own	Own	Own	O4IH	175	a	TX	91½	50½	34	36x1¾	48x2¼	N
27	211	5.3	134	25.3	60-3100	L	C	S	4-2¼	6¼	FP	No	Car	M	DR	DR	P.BB	Fe	Own	Own	Own	O4IH	175	a	TX	91½	50½	34	36x1¾	48x2¼	N
28	217	5.8	134	25.3	75-3200	L	C	S	4-2¼	7¼	FP	Ha	Car	M	DR	DR	P.BB	Fe	Own	Own	Own	O4IH	229	a	TX	145	84 11/32	38 1/16	39x2	48x2½	½
29	196	4.6	124	21.0	48-2800	L	G	A	3-2¼	6⅛	FP	No	Car	M	DR	DR	P.BB	Fe	Own	Own	Own	O4IH	187	a	TX	88⅜	52⅜	37⅞	39x2	48x2½	N
30	211	5.2	134	25.3	66-3200	L	C	S	4-2¼	6¼	FP	No	Car	M	DR	DR	P.BB	Fe	Own	Own	Own	O4IH	187	a	TX	88⅜	52⅜	37⅞	39x2	48x2½	N
31	208	5.1	132	27.3	63-3200	L	C	S	7-2⅜	10 11/64	FP	Ha	Zen	M	DR	DR	P.BB	Lo	Own	Own	Ha	O4IH	305	a	TX	119 3/16	62¾	34	40x2½	56x3	N
32	309	4.7	200	31.5	96-3000	L	G	S	7-2⅝	11¾	FP	Ha	Ste	M	DR	DR	P.BB	Lo	Own	Own	Jac	O4IH	350	a	CD	124 11/16	69¾	33 11/16	42x3	56⅛x3½	½
33	241	5.3	167	27.3	78-3000	L	C	S	7-2 3/16 r	11	PC	KP	Zen	V	NE	NE	P.BB	Fe	Own	Own	Ha	O4IH	382	p	TX	82¼	54¾	34	39x2½	45x3	N
34	309	4.7	200	31.5	96-3000	L	G	S	7-2⅝	11¾	FP	Ha	Ste	M	DR	DR	P.BB	Lo	Own	Own	Jac	O4IH	416	a	CD	149 11/16	89¼	34	42x3	56x3½	½
35	384	5.0	262	39.2	115-3000	L	G	S	9-2¾	13	FP	Ha	Str	M	DR	DR	P.BB	Lo	Own	Own	Jac	BWs4IH	650	a	CD	149 11/16	89¾	34 1/16	42x3	56x3½	½
36	214	5.0	135	27.3	61-3000	L	G	C	7-2½	10½	FP	No	Zen	M	AL	AL	P.BB	Mo	MM	Cla F208	Ros	L4IH	377	p	FX	96	58¾	34	39¼x2	49x2½	½
37	226	4.0	136	22.[illegible]	36-1800	L	G	C	3-2⅛	7 11/16	PC	Bu	Zen	E	LN	LN	D.Fu	Ow	Blo	Shu 510	Ros	W2IM	538	a	2I	110	72	31	46x2½	52x2½	½
38	241	4.5	143	27.3	57-2500	L	G	C	4-2⅜	8	PC	Bu	Zen	E	LN	LN	D.Fu	Ow	Blo	Shu 510	Ros	W2IM	538	a	2I	110	72	31	46x2½	52x2½	½
39	263	4.2	156	25.6	43-2000	L	G	C	3-2⅛	9 1/16	PC	Bu	Zen	E	LN	LN	D.Fu	Ow	Blo	Shu 510	Ros	W2IM	538	a	CX	144	88	31	46x2½	52x2½	½
40	331	4.5	200	33.7	73-2400	L	G	C	4-2½	9	PC	Bu	Zen	E	LN	LN	D.Fu	Ow	Blo	Shu 510	Ros	W2IM	538	a	CX	144	88	31	46x2½	52x2½	½
41	312	4.0	174	28.9	49-1900	L	G	C	3-2⅜	10 3/32	PC	Bu	Zen	E	LN	LN	D.Fu	Ow	Blo	Shu 5550	Ros	W2IM	538	a	CX	192	104	31	46x2½	54x3	½
42	331	4.5	200	33.7	73-2400	L	G	C	4-2½	9	PC	Bu	Zen	E	LN	LN	D.Fu	Ow	Blo	Shu 5550	Ros	W2IMV	538	a	CX	192	104	31	46x2½	54x3	½
43	381	4.1	222	32.4	50-1400	L	G	C	3-2⅜	9 11/32	PC	Bu	Zen	E	LN	LN	D.Fu	Ow	Blo	Shu 5550	Ros	W2IMV	503	a	CX	168	98	31	45x3	54x3	½
44	386	4.3	...	38.4	78-2300	L	G	C	4-2½	9⅞	PC	Bu	Zen	E	LN	LN	D.Fu	Ow	Blo	Shu 5550	Ros	W2IMV	503	a	CX	168	98	31	45x3	54x3	½
45	411	4.7	280	40.8	83-2100	L	G	C	4-2½	9⅞	PC	Bu	Zen	E	LN	LN	D.Fu	Ow	Blo	Shu 615	Ros	W2IMV	503	a	CX	223	121	31	45x3	54x4	½
46	510	3.9	302	40.0	61-1400	L	G	C	3-2⅝	12 11/16	PC	Bu	Zen	E	LN	LN	D.Fu	Ow	Blo	Shu 615	Ros	W2IMV	503	a	CX	216	130	36	45x3	54x4	½
47	572	4.3	358	48.6	114-1900	L	G	C	4-3	10 3/16	PC	Bu	Zen	E	LN	LN	D.Fu	Ow	Blo	Shu 650	Ros	W2IM	538	a	CX	156	108	36	48x3	54x4	½
48	226	4.5	136	22.5	37-1800	L	G	C	3-3	8	PS	No	Zen	V	AL	AL	D.BL	Mo	Cle	Shu 5410	Ros	T2IM	...	...	2I	Opt	Opt	34	39x2½	50x2½	N
49	241	4.5	150	27.3	57-2500	L	G	C	4-2 11/16	8 11/16	FP	No	Zen	V	AL	AL	D.BL	Mo	Cle	Shu 5410	Ros	T2IM	...	...	2I	Opt	Opt	34	39x2½	50x2½	N
50	330	4.5	213	33.7	61-2100	L	G	C	4-2⅞ r	9	FP	No	Str	V	AL	AL	D.BL	Mo	Cle	Shu 5510	Ros	T2IM	...	...	2I	Opt	Opt	34	39x2½	50x2½	N
51	312	4.5	174	28.9	57-2100	L	G	C	3-3 11/16 r	10 3/32	PS	No	Zen	V	Ei	AL	D.BL	Mo	Cle	Shu 5550	Ros	T2IM	...	...	2	Opt	Opt	34	39x2½	52x3	N
52	312	4.5	174	28.9	57-2100	L	G	C	3-2⅜	10 3/32	PS	No	Zen	V	Ei	AL	D.BL	Lo	Pet	Own ECZ	Wo	OP4M	...	a	TX	Opt	Opt	39 1/16	44x3	44x3	N
53	428	4.5	280	45.9	102-2400	L	G	C	7-3r	9⅛	FP	No	Zen	M	AL	AL	D.BL	Mo	Cle	Shu 5550	Ros	T2IM	...	a	T	Opt	Opt	34	39x2½	52x3	N
54	525	4.5	348	48.6	111-2200	L	G	C	7-3	11½	PS	Mo	Str	P	AL	AL	D.BL	Yo	Pet	Shu 637	Ros	....	...	a	....	Opt	Opt	34	39½x3	52x3½	N
55	572	4.5	358	48.6	105-2200	L	G	C	4-3	10 1/16	FP	Mo	Str	V	AL	AL	D.BL	Mo	Cle	Shu 655	Ros	T2IA	...	a	....	Opt	Opt	38⅛	42x3	56x4	N
56	210	4.3	130	22.5	40-2150	L	G	A	3-2¼	6 1/16	FP	No	Zen	M	DR	DR	P.Lo	Pe	Spi	Tim 30010H	Ros	L4IH	257	H	TX	120	65¾	34	32¾x2	50x2½	N
57	219	5.2	137	23.4	58-2500	L	G	A	4-2⅜	7⅝	PC	No	Zen	M	DR	DR	P.Lo	Pe	Spi	Tim 30010H	Ros	L4IH	282	G	TX	132	84	34	32¾x2½	50x2½	N
58	255	5.1	170	27.3	68-2500	L	G	A	4-2⅜ r	7⅝	FP	No	Zen	M	DR	DR	P.Lo	Pe	Spi	Tim 31000H	Ros	L4IH	306	G	TX	144	83⅛	34	37x2½	56x3	N
59	381	4.4	240	40.8	82-2200	L	G	A	7-2⅝	12½	FP	No	Zen	V	DR	DR	P.BL	Pe	Spi	Tim 33020H	Ros	L4IH	355	G	TX	167⅛	97⅛	34	41x2½	56x3	N
60	381	4.4	240	40.8	82-2200	L	G	A	7-2⅝	12½	FP	No	Zen	V	DR	DR	P.BL	Pe	Spi	Tim 33020H	Ros	L4IHV	398	G	TX	167⅛	97⅛	34	41x2½	56x3	N
61	462	4.5	340	51.3	108-2000	L	G	A	7-3	13⅞	PC	No	Zen	V	DR	DR	P.BL	Pe	Spi	Tim 35000N	Ros	T2IMV	510	H	FD	172 3/16	101⅝	33½	41x3	56x3½	N
62	200	4.7	126	24.0	50-2700	L	C	A	3-2⅛	5⅞	CC	No	Zen	M	DR	DR	P.BB	Lo	Cle	Cla F212	Ge	L4IH	377	P	TX	103	51⅛	34	38½x2¼	50x2½	N
63	215	4.9	142	27.3	72-3400	L	C	A	4-2⅜	6⅜	CC	No	Zen	M	DR	DR	P.BB	Lo	Cle	Cla F212	Ge	L4IH	377	P	TX	103	51⅛	34	38½x2¼	50x2½	N
64	248	5.0	150	27.3	64-2600	L	C	A	7-2⅜	10 9/32	CC	KP	Zen	M	DR	DR	P.BB	Lo	Cle	Tim 11704H	Ge	L4IH	413	P	TI	95	51	34	38x2¼	50x2½	N
65	248	5.0	150	27.3	64-2600	L	C	A	7-2⅜	10 9/32	CC	KP	Zen	M	DR	DR	P.BB	Lo	Cle	Tim 31020H	Ge	L4IH	438	P	TI	95	51	34	38x2¼	50x2½	½
66	215	4.9	142	27.3	72-3400	L	C	A	4-2⅜	6⅜	CC	No	Zen	M	DR	DR	P.BB	Lo	Cle	Tim 31020H	Ge	L4IH	438	P	TI	95	51	39	38x2¼	50x2½	½
67	248	5.0	150	27.3	64-2600	L	C	A	7-2⅜	10 9/32	CC	KP	Zen	V	DR	DR	P.BB	Lo	PS	Cla F304	Ros	L4IH	450	a	TI	119	71	34	40x2¼	52x3	½
68	248	5.0	150	27.3	64-2600	L	C	A	7-2⅜	10 9/32	CC	KP	Zen	V	DR	DR	P.BB	Lo	PS	Cla F304	Ros	L4IHV	659	a	TI	119	71	34	40x2¼	51¾x3	½
69	248	5.0	150	27.3	64-2600	L	C	A	7-2⅜	10 9/32	CC	KP	Zen	V	DR	DR	P.BB	Lo	PS	Cla F304	Ros	L4IHV	659	a	TI	119	71	34	40x2¼	51¾x3	½
70	251	4.1	162	25.6	50-2000	L	G	C	3-2⅜	7½	CC	Wa	Zen	V	DR	DR	P.BB	Lo	PS	Own 7720	Ros	L4IH	575	a	TI	119	71	34	38x2½	52x3	½
71	248	5.0	150	27.3	64-2600	L	C	A	7-2⅜	10 9/32	CC	KP	Zen	V	DR	DR	P.BB	Lo	PS	Own 7720	Ros	L4IHV	659	a	RI	119	71	34	38x2½	52x3	½
72	311	4.2	196	38.4	75-2200	H	C	C	7-2¾	13 3/16	FP	KP	Zen	M	DR	DR	P.BB	Lo	PS	Own 7738	Ros	L4IHV	659	a	TI	117	79	34	42x2½	54x3	½
73	311	4.2	196	38.4	75-2200	H	C	C	7-2¾	13 3/16	FP	KP	Zen	M	DR	DR	P.BB	Lo	PS	Own 7738	Ros	L4IHV	659	a	TI	117	79	34	42x2½	54x3	½
74	288	4.6	181	32.6	73-2600	L	G	C	7-2⅝	11 11/16	CC	KP	Zen	M	DR	DR	P.BB	Lo	PS	Cla F304	Ros	L4IH	450	a	TI	113	71	34	40x2¼	52x3	½
75	288	4.6	181	32.6	73-2600	L	G	C	7-2⅝	11 11/16	CC	KP	Zen	M	DR	DR	P.BB	Lo	PS	Cla F304	Ros	L4IHV	659	a	TI	113	71	34	40x2¼	52x3	½
76	288	4.6	181	32.6	73-2600	L	G	C	7-2⅝	11 11/16	CC	KP	Zen	M	DR	DR	P.BB	Lo	PS	Cla F304	Ros	L4IHV	659	a	TI	113	71	34	40x2¼	52x3	½
77	381	4.2	237	40.8	85-2200	H	C	C	7-2¾	13 3/16	FP	KP	Zen	M	DR	DR	P.BB	Lo	PS	Own 7720	Ros	L4IHV	767	a	TI	117	79	34	42x2½	54x3	½
78	428	4.2	268	45.9	100-2200	H	C	C	7-2¾	13 3/16	FP	KP	Zen	M	DR	DR	P.BB	Lo	PS	Tim 36020H	Ha	L4IHV	866	a	TI	162	102	34	42x3	56x3½	½
79	428	4.2	268	45.9	100-2200	H	C	C	7-2¾	13 3/16	FP	KP	Zen	M	DR	DR	P.BB	Lo	PS	Tim 36020W	Ha	W4IA	921	a	TI	162	102	34	42x3	56x3½	½
80	471	3.7	288	40.0	61-1350	L	G	C	3-2⅝	11⅛	FP	Pe	Zen	V	AB	DR	P.BB	Lo	PS	Own 5008	Ge	T2IMV	603	a	RI	151	87	38	44x3	56x3½	½
81	428	4.2	268	45.9	100-2200	H	C	C	7-2¾	13 3/16	FP	KP	Zen	M	DR	DR	P.BB	Lo	PS	Own 5008	Ros	T2IMV	462	a	RI	151	87	38	44x3	56x3½	½
82	200	4.7	126	24.0	49-2800	L	C	A	3-2⅛	5⅞	FP	No	Zen	M	AL	AL	P.Lo	Lo	Spi	Sal F	Ros	L4IH	257	a	TX	84	47½	32	40x2	54x2½	N
83	227	4.6	152	26.8	52-2400	L	C	A	3-2⅛	5⅞	FP	No	Zen	M	AL	AL	P.Lo	Lo	Spi	Tim 11703H	Ros	L4IH	225	a	TX	88	54½	32	40x2	54x2½	N
84	214	5.0	138	27.3	61-3000	L	C	A	7-2⅛	9 11/16	FP	No	Zen	M	AL	AL	P.BL	Lo	Spi	Tim 30000H	Ros	L4IH	259	a	TX	108	60½	32	40x2	54x2½	N
85	214	5.0	138	27.3	61-3000	L	C	A	7-2⅛	9 11/16	FP	No	Zen	M	AL	AL	P.BL	Lo	Spi	Tim 11703H	Ros	L4IH	380	a	TX	106	68½	32	40x2	54x2½	N
86	248	5.0	150	27.3	66-3200	L	C	A	7-2⅜	10 9/32	FP	No	Zen	M	AL	AL	P.BL	Lo	Spi	Tim 31000H	Ros	L4IH	380	a	TX	130	80½	32	40x2	54x3	N
87	291	4.1	178	35.0	64-2500	H	C	C	7-2½	12 3/16	FP	Ha	Zen	M	DR	DR	P.BL	Lo	Spi	Tim 33000H	Ros	L4IH	577	a	TX	120	74	34	43x2½	54x3	½
88	291	4.1	178	35.0	64-2500	H	C	C	7-2½	12 3/16	FP	Ha	Zen	M	DR	DR	D.BL	Lo	Spi	Tim 33000H	Ros	L4IH	660	a	CD	120	74	34	43x2½	54x3	½
89	311	4.1	196	38.4	73-2400	H	C	C	7-2¾	13 11/16	FP	Ha	Zen	M	DR	DR	D.BL	Lo	Spi	Tim 33000H	Ros	L4IH	660	a	CD	144	79	32	43x2½	54x3	½
90	339	4.1	212	38.4	80-2400	H	C	C	7-2¾	13 3/16	FP	Ha	Zen	M	DR	DR	D.BL	Lo	Spi	Tim 35100Tw	Ros	W4IA	768	a	CD	126	69	32	43x2½	54x3	½
91	428	4.1	268	45.9	100-2600	H	C	C	7-2¾	13 3/16	FP	Ha	Zen	M	DR	DR	D.BL	Lo	Spi	Tim 35100Tw	Ros	W4IA	768	a	CD	144	94	38	46x3	54x4	½
92	428	4.1	268	45.9	100-2600	H	C	C	7-2¾	13 3/16	FP	Ha	Zen	M	DR	DR	D.BL	Lo	Spi	Tim 27450Tw	Ros	W4IA	820	a	CD	144	94	38	46x3	54x4	½
93	200	4.6	128	24.0	50-2800	L	G	A	3-2	7	PG	No	Zen	P	Ow	Ow	D.Ow	Ow	Spi	Own	Own	O4IM	186	a	4I	.....	.....	.....	30 11/16 x	39½x	N
94	200	4.6	128	24.0	50-2800	L	G	A	3-2	7	PG	No	Zen	P	Ow	Ow	P.Lo	Ow	Spi	Own	Own	O4IM	475	a	2I	94⅝	.....	38 1/16	30⅝x2¼	50x2½	O
95	251	4.5	160	25.6	50-2000	H	G	C	3-2 1/16 r	8	PC	No	Zen	V	AL	AL	D.DG	Pe	Blo	Own H	Ros	O4M	238	G	2I	112	81	36	42¾x2½	52¾x2½	½
96	315	4.5	200	33.7	72-2500	L	G	C	7-2⅝	12⅜	PC	Wa	Zen	V	Ei	NE	D.BL	Pe	Blo	Own H	Ros	O4XM	252	G	2I	115½	81½	36	42¾x2½	52¾x2½	½
97	315	4.5	200	33.7	72-2500	L	G	C	7-2⅝	12⅜	PC	Wa	Zen	M	RB	NE	D.BL	Pe	Blo	Own H	Ros	O4XM	238	G	2I	120½	86½	36	42¾x2½	52¾x2½	½
98	381	4.5	240	40.8	85-2400	L	G	C	7-2⅝	12⅜	PC	Wa	Zen	M	RB	NE	D.BL	Pe	Blo	Own U	Ros	O4XM	238	G	2I	126	86	36	42¾x2½	52¾x2½	½
99	398	4.0	210	36.1	56-1350	T	G	C	3-2	12	PC	Pe	Str	G	RB	NE	O.ME	Mc	Blo	Own B	Ros	O4IM	238	G	2I	130	93	36	42¾x2½	52¾x2½	N
100	411	4.6	265	40.8	91-2300	L	G	C	7-3	13⅞	PC	Wa	Zen	M	RB	NE	O.HS	Pe	Blo	Own U	Ros	O4XM	238	G	2I	132	93	36	42¾x2½	52¾x2½	N
101	462	4.5	300	45.9	102-2200	L	G	C	7-3	13⅞	PC	Wa	Zen	M	NE	NE	D.BL	Pe	Blo	Own U	Ha	OWI	238	G	4X	132	93	36	42¾x2½	52¾x2½	½
102	462	4.5	300	45.9	102-2400	L	G	C	7-3	13⅞	PC	Wa	Zen	V	RB	NE	O.HS	Pe	Blo	Own U	Ros	O4XM	238	G	2I	132	93	36	42¾x2½	52¾x2½	½
103	517	4.6	330	51.3	110-2300	L	G	C	7-3	13⅞	PC	Wa	Zen	M	NE	NE	D.BL	Pe	Blo	Wis	Ros	B4IMV	324	G	T4	153½	110½	34	48x3½	52x4	½
104	549	4.6	328	48.6	98-2000	L	G	C	4-3½	11⅛	PC	Wa	Zen	M	NE	NE	D.BL	Pe	Blo	Own M	Ros	O4TB	722	G	4X	.....	.....	36	42¾x2½	54¾x2½	N
105	411	4.6	265	40.8	91-2300	L	G	C	7-3	13⅞	PC	Wa	Zen	M	RB	NE	D.BL	Pe	Blo	Own U	Ros	O4IM	722	G	4D	.....	.....	42	42¾x2½	52x4	N
106	677	4.4	460	60.	125-2000	L	G	C	4-3½	11⅜	PC	Wa	Zen	M	NE	NE	D.BL	Pe	Blo	Wis	Ros	B4IMV	324	G	T4	153½	110½	34	48x3½	52x4	N
107	331	4.5	202	33.7	64-2100	L	G	C	4-2½	7⅞	PC	No	Zen	V	AL	AL	D.Fu	Lo	Blo	Tim 35000H	Ha	L4IH	394	a	FX	144	90	34	40x2¼	54x3	½
108	241	4.5	143	27.3	53-2200	L	G	C	4-2⅜	8	PC	No	Zen	V	AL	AL	D.BL	Lo	Blo	Col 5530	Ha	L4IH	297	a	FX	133½	83	34	36x2¼	50x2½	½
109	410	4.5	270	40.8	83-2100	L	G	C	4-2½	9⅞	PC	Bu	Zen	V	AL	AL	D.Fu	Lo	Blo	Tim 35000H	Ha	L4IH	584	a	FX	156	97½	34	42x2½	54x3	½
110	411	4.5	270	40.8	83-2100	L	G	C	4-2½	9⅞	PC	Bu	Zen	V	AL	AL	D.Ow	Lo	Blo	Tim 26450H	Ros	L4IH	618	a	FX	144	94½	34	42x3	56x3	½
111	411	4.5	270	40.8	83-2100	L	G	C	4-2½	9⅞	PC	Bu	Zen	V	AL	AL	D.Ow	Lo	Blo	Tim 27450H	Ros	L4IH	568	a	FX	144	94½	34	42x3	56x4	½
112	200	4.9	127	26.3	60-3000	L	C	B	3-2 1/16 r	5⅝	CC	No	Ma	M	DR	DR	P.Ow	Lo	MM	Own	Jac	B4IM	211	p	4I	87	48	34	38x2	50¼x2½	N
113	200	5.1	132	26.3	66-3200	L	C	B	3-2 3/16 r	5⅞	FP	No	Ma	M	DR	DR	P.Ow	Lo	Own	Own	Jac	O4IM	175	p	2I	85⅛	50¼	37	36x1¾	45x2½	N
114	200	5.1	132	26.3	66-3200	L	C	B	3-2 3/16 r	5⅞	FP	No	Ma	M	DR	DR	P.Ow	Lo	Spi	Own	Jac	B4IM	290	a	TX	87	48	34	38x2	50¼x2½	N
115	257	4.5	185	28.3	76-2500	H	G	C	4-2⅜	8⅛	PC	Ha	Ma	M	DR	DR	D.Ow	Lo	Spi	Own	Jac	B4IM	239	pa	TX	87	48	34	38x2	50¼x2½	N
116	257	4.5	185	28.3	76-2500	H	G	C	4-2⅜	8⅛	PC	Ha	Ma	M	DR	DR	D.Ow	Lo	Spi	Own	Jac	B4IM	290	a	TX	87	48	34⅛	38x2	50¼x2½	½
117	257	4.5	185	28.3	76-2500	H	G	C	4-2⅜	8⅛	PC	Ha	Ma	M	DR	DR	D.Ow	Lo	Spi	Own	Jac	B4IM	288	a	TX	107	59	34 1/16	38x2½	50x3	½
118	257	4.5	185	28.3	76-2500	H	G	C	4-2⅜	8⅛	PC	Ha	Ma	M	DR	DR	D.Ow	Lo	Spi	Own	Jac	B4IM	345	a	TX	107	59	34 1/16	38x2½	50x3	½
119	257	4.5	185	28.3	76-2500	H	G	C	4-2⅜	8⅛	PC	Ha	Ma	M	DR	DR	D.Ow	Lo	Spi	Own	Jac	B4IM	320	a	TX	107	59	34 1/16	38x2½	50x3	½
120	257	4.5	185	28.3	76-2500	H	G	C	4-2⅜	8⅛	PC	Ha	Ma	M	DR	DR	D.Ow	Lo	Spi	Own	Jac	B4IM	320	a	TX	107	59	34 1/16	38x2½	50x3	½
121	257	4.5	185	28.3	76-2500	H	G	C	4-2⅜	8⅛	PC	Ha	Ma	M	DR	DR	D.Ow	Lo	Spi	Own	Jac	B4IM	345	a	TX	107	59	34 1/16	38x2½	50x3	½
122	331	4.4	230	33.7	94-2500	H	G	A	4-2½	8 11/16	PC	Ha	Str	M	DR	DR	D.Ow	Lo	Spi	Own	Jac	B4IMV	379	a	TX	125	70	34 1/16	40x3	50x3	½
123	331	4.4	230	33.7	94-2500	H	G	C	4-2½	8 11/16	PC	Ha	Ma	M	DR	DR	D.Ow	Lo	Spi	Own	Jac	B4IM	418	a	TX	125	69¼	34 1/16	40x3	54x3	½

Line Number	MAKE AND MODEL	GENERAL (See Keynote) Tonnage Rating	Chassis Price	Standard Wheelbase	Max. W. B. Furnished	Gross Vehicle Weight	Chassis Wt. (Stripped)	TIRE SIZE Front	Rear	MAJOR UNITS ENGINE Make and Model	No. of Cylinders Bore and Stroke	TRANSMISSION Make and Model	Location and Forward Speeds	Aux. Location and Speeds	REAR AXLE Make and Model	Gear and Type	Drive and Torque	GEAR RATIOS In High	In Low	FRAME Side Rail Dimensions	Type
1	General Mot...T61	5–6½	3445	154	200	22000	6965	B9.00/20	DB9.00/20	Own 331	6–3¾x5	Own	U 4	Op	Own	WF	R	8.50	52.5	9x3½x¼	L
2	(concluded)..T82	5–7	3795	155	201	24000	7500	B9.00/20	DB9.00/20	Own 331	6–3¾x5	Own	U 4	A 3	Own	WF	R	10.2	143	9x3½x¼	L
3	.....T83	5–7	3990	155	201	24000	7670	B9.00/20	DB9.00/20	Own 331	6–3¾x5	Own	U 4	A 3	Own	WF	R	10.2	143	9x3½x¼	L
4	.....T85	6–8	5600	171	204	30000	10630	B9.75/20	DB9.75/20	Own 525	6–4½x5½	Own	U 4	Op	Own	2F	R	8.50	53.3	9¼x4x¼	L
5	Gramm.....AX4	1–1½	795	131	157	8000	3350	B6.50/20	DB6.50/20	Con W10	4–3½x4¼	WG T9	U 4	No	Tim 53200H	BF	H	5.66	36.3	6x2¾x¼	C
6	.....AX6	1–1½	895	131	157	8000	3550	B6.50/20	DB6.50/20	Con 25A	6–3½x4	WG T9	U 4	No	Tim 53200H	BF	H	5.66	36.3	6x2¾x¼	L
7	.....BX4	1½–2	895	131	210	10000	3525	B6.00/20	DB6.00/20	Con W10	4–3½x4¼	WG T9	U 4	No	Tim 53200H	BF	H	6.2	39.	6x2¾x¼	L
8	.....BX6	1½–2	995	131	210	10000	3725	B6.00/20	DB6.00/20	Con 25A	6–3½x4	WG T9	U 4	No	Tim 53200H	BF	H	6.2	39.6	6x2¾x¼	L
9	.....BXF	1½–2	1495	131	210	10000	4000	B6.00/20	DB6.00/20	Lyc ASD	6–3¾x4½	BL 314	U 4	No	Tim 53200	BF	H	5.6	37	6x2¾x¼	L
10	.....B	2	1295	140	196	12000	4150	B6.50/20	DB6.50/20	Lyc 4SL	6–3¼x4½	Co A4J	U 4	No	Tim 54200H	BF	H	5.83	37.1	6x2½x¼	C
11	.....BF	2–3	1695	140	210	12000	4300	B6.50/20	DB6.50/20	Lyc ASD	6–3¾x4½	BL 314	U 4	No	Tim 54200	BF	H	5.8	37.1	6x2½x¼	C
12	.....CX4	2–3	1095	131	210	12000	3950	B6.50/20	DB6.50/20	Con W20	4–4¼x4¼	WG T9	U 4	No	Tim 54200H	BF	H	5.8	37.0	10x2¾x¼	B
13	.....CX6	2–3	1295	131	210	12000	4150	B6.50/20	DB6.50/20	Con 16C	6–3½x4½	WG T9	U 4	No	Tim 54200H	BF	H	5.8	37.0	10x2¾x¼	B
14	C	2–3	1795	160	224	14000	4820	B7.00/20	DB7.00/20	Lyc AS	6–3¾x4½	BL 314	U 4	No	Tim 54200 H	BF	H	5.8	37.1	7x2½x¼	C
15	.....CF	2–3½	1895	160	224	14000	4900	B7.50/20	DB7.50/20	Lyc ASD	6–3¾x4½	BL 314	U 4	No	Tim 54200	BF	H	5.8	37.1	7x2½x¼	C
16	.....CXF	2–3½	2395	160	224	14000	5100	B7.50/20	DB7.50/20	Con 20R	6–4½x4¾	BL 554	U 4	No	Tim 54200	BF	H	5.8	41.6	7x2½x¼	C
17	.....D	2½–4	1995	160	224	17000	5100	B7.50/20	DB7.50/20	Lyc ASD	6–3¾x4½	BL 314	U 4	No	Tim 56200H	BF	H	6.1	43.5	7x2½x¼	C
18	.....DF	2½–4	2695	160	260	17000	5300	B7.50/20	DB7.50/20	Con 21R	6–4¾x4¾	BL 554	U 4	No	Tim 56200	BF	H	6.1	43.5	7x2½x¼	C
19	.....E330	3–4½	2595	160	224	20000	5950	B8.25/20	DB8.25/20	Lyc TS	6–3½x5	BL 554	U 4	No	Tim 58200H	BF	H	5.5	35.6	12x2½x¼	P
20	.....EY190	3	3595	190	190	16000	6750	B7.50/20	DB7.50/20	Con 20R	6–4¼x4¾	Co Rus4	U 4	No	Tim 58200H	BF	H	4.5	29.1	8¼x3¼x¼	L
21	.....GY	4	4345	190	210	18000	7700	B8.25/20	DB8.25/20	Con 21R	6–4¾x4¾	Co Rus	U 4	No	Wis 69317H	2F	H	4.3	27.9	8¾x3¼x¼	L
22	.....G	4–6	3695	150	225	24000	7950	B9.00/20	DB9.00/20	Con 21R	6–4¾x4¾	BL 554	U 4	No	Wis 1237H	2F	H	6.8	49.0	12x2½x¼	P
23	.....GW	5–7½	5175	157	240	28000	9500	B9.00/20	DB9.00/20	Con 21R	6–4¾x4¾	BL 554	U 4	No	Wis 1627KW	2F	H	6.3	41.0	7½x3x¼	P
24	.....HY	5	6595	210	236	22000	10100	B9.00/20	DB9.00/20	Con 16H	6–4¼x5¾	Fu HU16	U 4	No	Wis12527KW	2F	H	4.0	25.2	8¾x3¼x¼	L
25	G.-P.....35-6	1½–2	1535	156	160	9500	3800	B7.00/20	DB7.00/20	Lyc WTG	6–3x4¾	Fu MKU	U 4	No	Tim 53200H	SF	H	5.37	34.9	8x2½x¼	TL
26	.....(7) 45-6	2–3	2705	157	161	12500	4300	B7.50/20	DB7.50/20	Lyc SB	6–3½x4½	Fu MLU	U 4	No	Tim 54200H	SF	H	6.35	38.0	8x3x¼	TL
27	.....(7) 55-6	3–4	3185	154	191	15000	5900	B8.25/20	DB8.25/20	Lyc ASD	6–3¾x4½	Fu JVU	U 4	No	Tim 56200H	SF	H	7.25	55.0	9x3¼x¼	TL
28	.....(7) 65-6	3½–5	3875	158	195	17500	7100	B9.00/20	DB9.00/20	Lyc TS	6–3¼x5	Fu VUOG	U 5	No	Tim 58200H	SF	R	7.80	56.0	10x3½x¼	TL
29	75-6	4–6	4915	154	191	20000	7400	B9.75/20	DB9.75/20	Wau SRL	6–4¾x5½	Fu VUOG	U 5	No	Wis 1137H	2F	R	7.75	65.	11x3½x¼	TL
30	75-8	4–6	4860	174	Op	20000	7500	B9.75/20	DB9.75/20	Lyc AEC	8–3¾x4¾	Fu VUOG	U 5	No	Wis 1137H	2F	R	7.25	51.2	11x3½x¼	TL
31	85-6	5–7	6875	169	Op	24000	9200	B10.50/20	DB10.50/20	Wau 6AB	6–4½x5¾	Fu MHU	U 4	A	Wis 1567W	2F	R	9.00	113.	12x3½x¼	TL
32	95-6	7–10	7850	159	196	33000	10400	B10.50/24	DB10.50/24	Wau 6RB	6–5x5¾	Fu MHU	U 4	A	Wis 19000W	2F	R	10.1	125.	14x3½x¼	TL
33	.....(7) 35T-6	6	1595	152	...	.....	4050	B7.50/20	DB7.50/20	Lyc ASD	6–3¾x4½	Fu MKU	U 4	No	Tim 53200H	SF	H	5.37	34.9	8x2½x¼	TL
34	.....(7) 45T-6	8	3185	149	171	.....	4425	B8.25/20	DB8.25/20	Lyc TS	6–3¾x5	Fu JVUOG	U 5	No	Tim 54000H	SF	H	6.35	45.2	8x2½x¼	TL
35	.....65T-6	10	4170	162	179	.....	7850	B9.00/20	DB9.00/20	Wau SRL	6–4¾x5½	Fu VUOG	U 5	No	Tim 58200H	SF	R	7.57	55.1	10x3x¼	TL
36	.....65T-8	10	4230	162	179	.....	7850	B9.00/20	DB9.00/20	Lyc AEC	8–3¾x4¾	Fu VUOG	U 5	No	Tim 58200H	2F	R	7.57	55.1	10x3x¼	TL
37	.....75T-6	12	5445	162	179	.....	8850	B9.75/20	DB9.75/20	Wau SRK	6–4½x5½	Fu VUOG	U 5	No	Wis 1137W	2F	R	8.1	56.1	11x3x¼	TL
38	.....75T-8	12	5400	162	179	.....	8850	B9.75/20	DB9.75/20	Lyc AED	8–3¾x4¾	Fu VUOG	U 5	No	Wis 1137W	2F	R	9.0	63.7	11x3x¼	TL
39	Hahn-Selden....17	1½	1500	142	162	7900	3750	P32x6	P32x6	Con 18E	6–3¾x4	BL 20	U 4	No	Tim 52000H	BF	R	5.8	24.1	5¼x2¾x¼	C
40	317	1½	1610	142	162	7900	3900	P32x6	P32x6	Con 16C	6–3½x4½	BL 35	U 4	No	Tim 52000H	BF	R	5.8	24.1	5¼x2¾x¼	P
41	37	2	1935	151	181	10000	4800	P32x6	DP32x6	Con 16C	6–3½x4½	BL 35	U 4	No	Tim 54200H	BF	R	5.8	31.	5¼x2¾x¼	C
42	39	2½	2920	164	190	13000	5800	P32x6	DP32x6	Con 16R	6–4x4½	BL 35	U 4	No	Tim 56200H	BF	R	6.1	33.	7x3½x¼	C
43	.....47B	3	3785	151	198	15500	7200	P34x7	DP34x7	Con 18R	6–4x4½	BL 51	U 4	No	Tim 58000H	BF	R	6.8	37.	7x3½x¼	C
44	.....47D	4	4435	151	198	19500	7800	P36x8	DP36x8	Con 18R	6–4x4½	BL 51	U 5	No	Wis 1237H	2F	R	7.3	43.8	7x3½x¼	P
45	67	5	4975	151	198	23500	8700	P36x8	DP36x8	Con 21R	6–4¾x4¾	BL 55	A 7	A	Wis 1537H	2F	R	7.1	67.	7x3½x¼	P
46	Hendrickson....17S	2½	3350	Op	Op	17000	6500	B8.25/20	B8.25/20	Wau MK	6–4½x4¾	Fu JVU	U 5	No	Cla B800	2B	R	Opt	Opt	6x2½x¼	P
47	.....19S	3	3380	Op	Op	19000	7000	B9.00/20	B9.00/20	Wau MK	6–4½x4¾	Fu JVU	U 5	No	Cla B800	2F	R	Opt	Opt	6x2½x¼	P
48	.....U6-24	4	5500	Op	Op	24000	8200	B9.75/20	DB9.75/20	Wau 6SRL	6–4¾x5½	BL 60-7	A 7	No	Tim 76730	2F	R	Opt	Opt	8x3x¼	P
49	Hug.....23	2	1785	146	191	11620	5620	B7.00/20	DB7.00/20	Bud H298	6–3¾x4½	Fu MLU	U 4	No	Cla B611	SF	H	5.66	36.	8x3x¼	T
50	61	2	3020	111	111	14210	5400	B8.25/20	DB8.25/20	BudH298	6–3¾x4½	BL 51-4	U 4	No	Wis 6600	2F	H	6.92	37.	6x3x¼	I
51	82	2½	3870	128	128	19300	7000	B9.00/20	DB9.00/20	Bud K369	6–4¼x4¾	Fu VU	U 5	No	Wis 1237Q	2F	H	8.64	62.	7x3½x¼	I
52	42	3	2175	146	201	14500	6500	B8.25/20	DB8.25/20	Bud H298	6–3¾x4½	Fu MLU	U 4	No	Cla B800	SF	H	6.37	40.5	8x3x¼	T
53	418	3	5070	158	158	19620	8500	B9.75/20	B12.75/20	Bud K428	6–4¾x4¾	FuMRUAy	U 4	A 3	Wis 1237H	2F	H	8.95	119	8x3x¼	T
54	.....87K	3½	4300	128	128	22400	7600	B9.75/20	DB9.75/20	Bud K428	6–4¾x4¾	BL 55-7	A 7	No	Wis 1237Q	2F	H	8.64	82.	7x3½x¼	I
55	43	3½	3380	146	201	21300	7300	B9.75/20	DB9.75/20	Bud K428	6–4¾x4¾	Fu VU	U 5	No	Wis 1237H	2F	H	8.64	62.	8x3x¼	T
56	Indiana.....85	1½	885	141	169	10000	3900	B6.50/20	DB6.50/20	Her JXB	6–3¾x4¼	BL 124	U 4	No	Tim 53200H	BF	H	5.66	35.1	7½x2½x½	T
57	.....85DR	1½	1190	141	186	11500	4200	B6.50/20	DB6.50/20	Her JXB	6–3¾x4¼	BL 325	U 5	No	Wis 4516L	2F	R	6.06	40.3	7½x2½x½	T
58	95	2	1095	141	186	12000	4400	P32x6	DP32x6	Her JXC	6–3¾x4¼	BL 224	U 4	No	Tim 54300H	SF	H	5.85	36.2	7½x2½x½	C
59	.....95DR	2½	1275	141	186	15000	4450	B7.50/20	DB7.50/20	Her JXC	6–3¾x4¼	BL 224	U 4	No	Wis 4916L	2F	R	6.66	41.2	7½x2¼x½	C
60	105	2½	1775	156	200	16000	5600	B8.25/20	DB8.25/20	Her JXC	6–3¾x4¼	BL 334	U 4	Op	Tim 56200H	BF	H	7.25	48.1	8¼x3x¼	C
61	17	2½	2450	170	224	18000	7000	B8.25/20	DB8.25/20	Her YXC	6–4¾x4¾	BL 334	U 4	Op	Tim 58200H	BF	R	6.14	37.8	8¼x3x¼	T
62	.....17W	2½	2675	170	224	18000	7000	B8.25/20	DB8.25/20	Her YXC	6–4¾x4¾	BL 334	U 4	Op	Tim 65200H	WF	R	6.20	38.1	8¼x3x¼	T
63	.....17DR	3	2675	170	224	19000	7300	B8.25/20	DB8.25/20	Her YXC	6–4¾x4¾	BL 334	U 4	Op	Wis 70000	2F	R	6.28	38.6	8¼x3x¼	T
64	.....19DR	3½	3400	170	224	22000	8100	B9.00/20	DB9.00/20	Her YXC	6–4¾x4¾	BL 524	U 4	Op	Wis 1237H	2F	R	7.2	52.3	8¼x3x¼	T
65	.....43DR	4	4300	170	224	25000	8500	B9.75/20	DB9.75/20	Her RXB	6–4½x5¼	BL 524	U 4	Op	Wis 1627KH	2F	R	6.96	50.7	8¼x3x¼	T
66	.....45DR	5	4800	170	224	25000	8700	B9.75 20	DB9.75 20	Her RXC	6–4½x5¼	BL 534	U 4	Op	Wis 1738H	2F	R	7.14	45.4	8¼x3x¼	T
67	International (8) .A2	1½	615	136	136	.....	2935	B6.00/20	B6.00/20	Wau XAH	4–3½x4½	WG T-9	U 4	No	Own 702	SF	H	6.16	39.5	5½x2¾x½	T
68	.....B2	1½	665	136	160	.....	2945	B6.00/20	B6.00/20	Wau XAH	4–3½x4½	MM "O"	U 3	No	Own 701	S½	H	6.16	47.3	5½x2¾x½	T
69	.....A3	1½	795	136	160	.....	3572	P30x5	P32x6	Lyc SAH	6–3¼x4½	WG T9	U 4	No	Own 710	SF	H	5.28	33.8	7x2¾x½	T
70	.....A3½	1½	1250	136	160	10100	3600	B6.00/20	DB6.00/20	Lyc SAH	6–3¼x4½	WG T7	U 4	No	Own 710	SF	H	5.28	33.8	7x2¾x½	T
71	.....AL3	1½	1450	138	204	.....	4400	B6.00/20	DB6.00/20	Lyc 4SLH	6–3¼x4½	WG T7	U 4	No	Own 800	S½	H	6.20	40.9	6¼x2¼x¼	T
72	.....A4	2	1750	145	185	.....	5221	P32x6	DP32x6	Own FBB	6–3¾x4½	OwnH-5	U 5	No	Own 1000	S½	H	6.50	47.8	7¾x3¼x½	T
73	.....A5	3	2350	156	210	.....	5895	P34x7	DP34x7	Own FBB	6–3¾x4½	OwnH-5	U 5	No	Own 1002	SF	H	8.5	76.8	8x3¾x¼	T
74	.....A6	3	2675	156	210	.....	6120	P34x7	DP34x7	Own FBB	6–3¾x4½	OwnH-5	U 5	No	Own 1150	2F	H	7.16	64.7	8¼x3¾x¼	T
75	.....W2	3½	3900	148	200	.....	8400	S36x5	S36x10	HaS 151	4–4¼x5½	Own H-6	U 5	No	Own 1200	2F	H	6.85	83.9	7x3x¼	T
76	.....W3	5	4850	160	235	.....	10125	S36x6°	S40x12°	HaS 152	4–4¾x5½	OwnH -7	U 5	No	Own 1300	2F	H	7.85	70.5	8x3x¼	T
77	.....A7	5	6200	160	225	.....	11590	B9.75/20	DB9.75/20	Own FDB	6–4½x5½	Own H-7	U 5	No	Own 1301	2F	H	6.37	57.2	12¼x3¼x⅜	T
78	.....A8	7½	6300	160	225	.....	11590	B9.75/20	DB9.75/20	Own FEB	6–5x5½	Own H-7	U 5	No	Own 1301	2F	H	6.37	57.2	12¼x3¼x⅜	T
79	Kenworth.....85	1½–2	1275	141	165	.....	3400	B7.00/20	B7.00/20	Con 18E	6–3¾x4	BL 214	U 4	...	Cla B370	SF	H	5.4	34.6	6½x3x¼	P
80	.....101B	2–2½	2050	144	186	.....	4700	B7.50/20	DB7.50/20	Bud H298	6–3¾x4½	BL 314	U 4	...	Tim 54300H	SF	H	5.83	38.4	5½x3x¼	P
81	127	2½–3	2600	154	202	.....	5490	B8.25/20	DB8.25/20	Her WXC	6–4x4½	BL 314	U 4	...	Tim 56200H	SF	H	6.16	40.7	8x2¼x¼	T
82	.....166B	3–4	3300	158	206	.....	6150	B9.00/20	DB9.00/20	Bud K393	6–4¼x4¾	BL 1554	U 4	Op	Tim 58200H	SF	H	6.83	43.4	8x2¼x¼	T
83	.....166B	3½–4	3850	156	204	.....	6890	B9.00/20	DB9.00/20	Bud K393	6–4¼x4¾	BL 1554	U 4	Op	Tim 58200H	SF	H	6.83	43.4	7–9x3x¼	T
84	.....166A	3½–4	4330	156	204	.....	6890	B9.00/20	DB9.00/20	HaS 147	6–4x5	BL 1554	U 4	Op	Tim 58200H	SF	H	6.83	43.4	7–9x3x¼	T
85	186	4–5	4675	155	221	.....	7710	B9.75/20	DB9.75/20	Her YXC2	6–4½x4¾	BL 1554	U 4	A 3	Tim 57720H	2F	H	7.33	105.	7–9x3x¼	T
86	241	5–7	5450	...	...	.....	.....	B9.75/20	DB9.75/20	Her RXB	6–4½x5¼	BL 714	U 4	A 3	Tim 76720W	2F	H	7.33	85.5	7–9x3x¼	T
87	.....241A	5–7	6500	...	...	.....	.....	B9.75/20	DB9.75/20	HaS 160	6–4¼x5½	BL 714	U 4	A 3	Tim 76720W	2F	H	7.33	85.5	8x3x¼	C
88	.....241B	5–7	6150	...	...	.....	.....	B9.75/20	DB9.75/20	Bud GL-6	6–4½x6	BL 714	U 4	A 3	Tim 76720W	2F	H	7.33	85.5	8x3x¼	C
89	.....241C	5–7	7200	...	...	.....	.....	B9.75/20	DB9.75/20	HaS 175	6–5x6	BL 714	U 4	A 3	Tim 76720W	2F	H	6.38	86.5	8x3x¼	C
90	Kleiber.....80	1½–2½	1300	140	160	9300	3625	B6.50/20	DB6.50/20	Con 18E	6–3¾x4	BL 224	U 4	No	Tim 53200H	BF	H	5.8	34.0	5½x3¼x¼	C
91	100	2–3½	1750	170	180	11400	4400	B7.00/20	DB7.00/20	Con 16C	6–3½x4½	BL 314	U 4	No	Tim 54200H	BF	H	6.16	38.7	7½x3x¼	T
92	120	2½–4½	2350	170	180	13200	5150	B7.50/20	DB7.50/20	Con 16R	6–4x4½	BL 314	U 4	No	Tim 56200H	SF	H	6.17	33.4	7½x3x¼	T
93	140	3–5½	3300	180	190	19500	6500	B9.00/20	DB9.00/20	Con 18R	6–4x4½	BL 314	U 4	No	Eat 2413H	2F	H	7.1	38.7	7½x3x¼	T
94	210	4–6	4000	190	192	23400	7100	B9.75/20	DB9.75/20	Con 20R	6–4¼x4¾	BL 55	A 7	No	EatDR2412H	2F	R	7.25	77.0	7½x3x¼	C
95	260	7	5000	206	210	26000	9000	B9.75/20	DB9.75/20	Con 21R	6–4¾x4¾	BL 714	A 4	A 3	Eat 6504W	2F	R	8.5	91.0	8x3½x¼	C
96	La Fr. Republic..A-1	1–1½	795	132	...	6000	3000	B5.50/20	P32x6	Lyc WTG	6–3x4¾	Fu Wo-BB	U 4	No	Tim 51000H	SF	R	5.86	36.1	6½x2½x¼	C
97	.....C-1	1½–2	1295	144	175	7500	3300	B6.00/20	P32x6	Lyc 4SL	6–3¼x4½	Fu Wo-BB	U 4	No	Tim 52200H	SF	H	5.83	35.8	6x2x¼	C
98	.....C-2	2–2½	995	150	162	10000	3800	B6.00/20	DB6.00/20	Lyc 8A	6–3¼x4½	Fu WOBB	U 4	No	Tim 53200H	SF	H	5.67	35.9	5¼x2x¼	C
99	.....D-1	2–2½	1595	144	175	9000	3750	P30x5	DP30x5	Lyc 4SL	6–3¼x4½	Fu MKU	U 4	No	Tim 54200H	SF	H	5.83	37.9	6x2x¼	C
100	.....D-2	2–2½	1295	162	175	11500	4600	B6.50/20	DB6.50/20	Lyc SB	6–3¾x4½	FuMKUBb	U 4	No	Tim 54200H	SF	H	5.83	37.9	7x3x¼	C
101	.....E-1	2½–3	1985	162	190	13000	5000	P32x6	DP32x6	Bud H-260	6–3½x4½	Fu Mlu-Bb	U 4	No	Tim 56200H	SF	R	7.4	47.0	7x3x¼	C
102	.....F-3	3–3½	2485	174	198	15000	5625	P34x7	DP34x7	Lyc ASD	6–3¾x4½	Fu MGU14	U 4	No	Tim 58200H	SF	R	7.8	50.6	8x3x¼	C
103	.....H-2	3½–4	2985	174	198	16000	6350	P34x7	DP34x7	Lyc TS	6–3½x5	Fu MGU	U 4	No	Wis 69317BL	2F	R	6.41	41.6	8x3x¼	C
104	.....H-3	3½–4½	3395	179	206	18000	7300	B9.75/20	DP9.75/20	Bud K393	6–4¼x4¾	Fu MRU	U 4	No	Tim 57720H	2F	R	8.15	54.0	8x3x¼	C
105	.....M-2	4½–5	4000	174	198	20000	7500	P36x8	DP36x8	Wau 6SRL	6–4½x5½	Fu VUOG	U 5	No	Wis 1237H	2F	R	7.2	51.0	8x3x¼	C
106	.....M-3	4½–5½	4750	191	204	22000	8300	B10.50/20	DB10.50/20	Wau 6SRL	6–4½x5½	Fu VUOG	U 5	No	Tim 76725H	2R	R	8.85	62.5	9½x3½x¼	C
107	35-2	5½–6½	5600	174	198	24000	9250	P38x9	DP38x9	Wau 6AB	6–4½x5½	Fu MHU	U 4	No	Wis 1567H	2F	R	7.33	46.3	9½x3½x¼	C
108	35-3	6½–7½	6400	191	204	28000	10375	B10.50/24	DB10.50/24	Wau 6SRK	6–4½x5½	FuMHUAy	A 4	3	Tim 78720W	2F	R	8.90	111	9½x3½x¼	C
109	.....Q-4	7½–9	10000	Op	260	30000	12750	B10.50/24	DB10.50/24	Own 312B	12–4x5	BL 714	U 4	No	Tim 79740W	W	R	Opt	Opt	12x3½x¼	L
110	Lange.....R	1½	2225	140	172	9300	4600	P32x6	P32x6	Her WXB	6–3¾x4½	BL 31	U 3	No	Tim 54000H	BF	H	5.83	28.0	5x2½x¼	P
111	L	2	3450	144	210	15000	5800	P32x6	DP32x6	Her WXC	6–4x4½	BL 35	U 4	No	Wis 6617	2F	R	7.00	37.5	6x2½x¼	P
112	.....O	2¼	3950	146	212	17000	5985	P34x7	DP34x7	Her YXB	6–4x4¾	BL 51	U 4	No	Wis 8817	2F	R	7.29	39.1	6x2½x¼	P
113	.....H	3	5150	151	187	19000	6850	P36x8	DP36x8	Her YXC	6–4¼x4¾	BL 55	U 4	No	Wis 1418	2F	R	9.12	48.7	7x2½x¼	P
114	.....M	3	5200	140	222	21000	7450	P38x7	DP38x7	Her YXC	6–4¾x4¾	BL 60	A 7	No	Wis 1402	2F	R	10.1	95.7	7x2½x¼	P
115	.....F16	4	5500	148	188	23000	8600	P40x8	DP40x8	Her YXC	6–4¼x4¾	BL 60	A 7	No	Wis 1552B	2F	R	10.0	95.5	8x3x¼	P
116	.....T	5	5775	148	188	26000	9200	P40x8	DP40x8	Her YXC2	6–4¼x4¾	BL 60	A 7	No	Wis 1700	2F	R	10.0	96.0	8x3x¼	P
117	.....VA	5	6200	194	242	26000	9950	P9.75/24	DP9.75/24	Her RXC	6–4½x5½	BL 714	U 4	A 2	Wis 1737KW	2F	R	8.05	Opt	7x2½x¼	P
118	Larrabee.....25	1½–2	1945	152	160	9375	4200	B7.00/20	B7.00/20	Con 16C	6–3¾x4½	BL 214	U 4	No	Tim 53200H	BF	H	5.83	37.4	6x3x¼	
119	35	2	2575	152	179	11425	5000	B7.00/20	DB7.00/20	Con 16C	6–3½x4½	BL 314	U 4	No	Tim 54200H	BF	H	6.80	43.6	6x3x¼	
120	45	2½	3115	154	185	14490	6315	B7.50/20	DB7.50/20	Con 16R	6–4x4½	BL 35	U 4	No	Tim 56200H	BF	H	6.80	37.4	7x3¼x¼	
121	55	3	3740	155	191	16155	6730	B8.25/20	DB8.25/20	Con 18R	6–4x4½	BL 35	U 4	No	Tim 65200H	WF	H	7.50	40.0	7x3¼x¼	C
122	continued 65	3½	4280	166	204	18400	7200	B8.25/20	DB8.25/20	Con 18R	6–4x4½	BL 51	U 4	No	Tim 65200D	WF	H	7.50	40.0	8x3½x¼	C

Line Number	Engine Details: Piston Displacement	Compression Ratio	Torque lb. ft.	N.A.C.C. Rated H.P.	Max. Brake H.P. at R.P.M. Given	Valve Arrangement	Camshaft Drive	Piston Material	Main Bearings: Number and Diameter	Main Bearings: Length	Oiling System Type	Governor Make	Fuel Syst.: Carburetors Make	Fuel Syst.: Fuel Feed	Electrical: Ignition System Make	Electrical: Generator, Starter Make	Clutch Type and Make	Radiator Make	Universals Make	Front Axle: Make and Model	Steering Gear Make	Brakes, Service: Make, Location Type, Operation	Brakes, Service: Lining Area	Brakes, Service: Drum Material	Brakes: Hand Type, Location	Body Mounting Data: Cab to Rear of Frame	Body Mounting Data: Cab to Rear Axle	Body Mounting Data: Width of Frame	Springs: Front	Springs: Rear	Springs: Auxiliary Type
1	331	4.4	230	33.7	94–2500	H	G	A	4–2½	8 11/16	PC	Ha	Str	M	DR	DR	D.Ow	Lo	Spi	Own	Jac	B4IMV	449	a	TX	125	69¼	34 1/16	40x3	54x3	½
2	331	4.4	230	33.7	94–2500	H	G	A	4–2½	8 11/16	PC	Ha	Str	M	DR	DR	D.Ow	Lo	Cle	Own	Jac	B4IM	483	a	TD	125	70	34 1/16	40x3	54x3	½
3	331	4.4	230	33.7	94–2500	H	G	A	4–2½	8 11/16	PC	Ha	Str	M	DR	DR	D.Ow	Lo	Spi	Own	Jac	B4IMV	557	a	TD	125	70	34 1/16	40x3	54x3	½
4	525	4.5	380	48.6	128–2100	H	C	A	7–2¾	14 11/16	FP	Ha	Str	M	DR	DR	D.Ow	Lo	Spi	Own	Jac	B4IMV	594	a	TX	137	82	34 1/16	50x3½	54x3	½
5	200	4.7	121	24.0	50–2800	L	C	A	3–2⅛	5⅞	FP	No	Til	M	AL	AL	D.Jo	Pe	Blo	Tim 30000H	Ros	L4IH	249	p	FD	81½	51¾	34	36x2¼	45x2½	½
6	214	5.3	142	27.4	71–3200	L	C	A	4–2⅜	6⅜	FP	No	Til	M	AL	AL	D.Jo	Pe	Blo	Tim 30000H	Ros	L4IH	249	p	FD	81½	51¾	34	36x2¼	45x2½	½
7	200	4.7	121	24.0	50–2800	L	C	A	3–2⅛	5⅞	PC	No	Til	M	AL	AL	D.Jo	Pe	Blo	Tim 30000H	Ros	L4IH	249	p	FD	81¾	51½	34	36x2¼	45x2½	½
8	214	5.3	142	27.3	71–3200	L	C	A	4–2⅜	6⅜	PC	No	Til	M	AL	AL	D.Jo	Pe	Blo	Tim 30000H	Ros	L4IH	249	p	FD	81¾	51½	34	36x2¼	45x2½	½
9	299	4.9	198	33.7	85–2800	L	G	C	4–2⅝	9⅛	PC	No	Til	M	AL	AL	P.BL	Pe	Blo	Tim 30000	Ros	L4IH	249	p	FD	81¾	51½	34	36x2¼	45x2½	½
10	224	4.7	146	25.3	61–2900	L	G	C	4–2⅜	8 5/16	PC	Mo	Zen	V	AL	AL	D.Jo	Pe	Blo	Tim 31000H	Ros	L4IH	260	p	FD	94	60⅜	34	40x2¼	50x2½	½
11	299	4.9	198	33.7	85–2800	L	G	C	4–2⅝	9⅛	PC	No	Til	M	AL	AL	P.BL	Pe	Blo	Tim 31000	Ros	L4IH	260	p	FD	94	60⅜	34	40x2¼	50x2½	½
12	227	4.7	136	27.2	55–2400	L	G	C	3–2⅛	5⅞	PC	Mo	Til	M	AL	AL	D.Jo	Pe	Blo	Tim 31000H	Ros	L4IH	269	p	FD	81	51¾	34	36x2¼	45x2½	½
13	248	5.0	150	27.3	70–3000	L	C	C	7–2⅜	10	FP	Mo	Til	M	AL	AL	D.Jo	Pe	Blo	Tim 31000H	Ros	L4IH	260	p	FD	81	51¾	34	36x2¼	45x2½	½
14	278	4.7	182	31.5	85–3300	L	G	A	4–2⅝	9⅛	PC	Mo	Til	M	AL	AL	P.BL	Pe	Blo	Tim 31000H	Ros	L4IH	260	p	FD	120	77¼	34	42x2¼	56x3	½
15	299	4.9	198	33.7	85–2800	L	G	C	4–2⅝	9⅛	P	No	Til	M	AL	AL	P.BL	Pe	Blo	Tim 31000	Ros	L4IH	260	p	FD	120	77¼	34	42x2¼	56x3	½
16	380	4.3	238	40.8	88–2400	H	C	C	7–2¾	13 5/16	PC	No	Zen	M	AL	AL	P.BL	Pe	Blo	Tim 31000	Ros	L4IH	260	p	FD	120	77¼	34	42x2¼	56x3	½
17	299	4.9	198	33.7	85–2800	L	G	C	4–2⅝	9⅛	PC	Mo	Til	M	AL	AL	P.BL	Pe	Blo	Tim 33000H	Ros	L4IHV	330	a	FD	120	77¼	34	42x2¼	56x3	½
18	428	4.1	268	45.9	100–2200	H	C	C	7–2¾	13 5/16	PC	No	Zen	M	AL	AL	P.BL	Pe	Blo	Tim 33000	Ros	L4IHV	330	a	FD	120	77¼	34	42x2¼	56x3	½
19	353	4.8	245	36.2	98–2700	L	G	C	4–2¾	10	PC	Mo	Til	M	AL	AL	D.Jo	Pe	Blo	Tim 33000H	Ros	L4IHV	375	a	FD	127	74¼	34	42x2¼	56x3	½
20	380	4.3	238	40.8	88–2400	H	C	C	7–2¾	13 5/16	PC	Mo	Zen	M	AL	AL	D.Jo	Pe	Blo	Eat 423	Ros	L4IHV	375	a	FD	156	90	41⅛	44x2½	60x3	½
21	428	4.1	268	45.9	100–2200	H	C	C	7–2¾	13 5/16	PC	Mo	Zen	M	AL	AL	D.Jo	Pe	Blo	Eat 423	Ros	L4IHV	375	a	FD	176 1/16	119 1/16	41⅛	44x2½	60x3	½
22	428	4.1	268	45.9	100–2200	H	C	C	7–2¾	13 5/16	PC	Mo	Zen	M	AL	AL	D.BL	Pe	Blo	Tim 35000	Ros	L4IHV	466	a	FD	98	67	34	42x2½	52x3	½
23	428	4.1	268	45.9	100–2200	H	C	C	7–2¾	13 5/16	PC	Mo	Zen	M	AL	AL	D.BL	Pe	Blo	Tim 27450	Ros	Ws4IA	576	a	FD	128⅛	73⅞	36	46x3	58x3½	½
24	611	4.1	382	54.1	127–2300	L	G	A	7–3	13 11/16	PC	Pe	Zen	M	AL	AL	D.Fu	Pe	Blo	Tim 27450	Ros	Ws4IA	576	a	FD	198⅛	141⅛	41⅛	44x3	60x4	½
25	201	5.5	140	21.6	63–2900	L	G	C	4–2⅜	7	PC	No	Zen	M	AL	AL	P.BB	Ch	MM	Tim 30000H	Ros	L4IH	268	a	TX	.....	.....	31	40x2½	54x3	½
26	241	5.1	160	27.3	65–2800	L	G	C	4–2⅜	8 5/16	PC	No	Str	M	AL	AL	D.Fu	Ow	MM	Tim 3000H	Ros	L4IH	268	a	TX	.....	.....	31	40x2½	54x3	½
27	298	5.1	198	33.4	85–2900	L	G	C	4–2⅝	9⅜	PC	Mo	Str	M	AL	AL	D.Fu	Ow	MM	Tim 3100H	Ros	L4IH	342	a	CD	.....	.....	31	40x2½	58x3	½
28	353	4.6	252	36.5	97–2750	L	G	C	4–2¾	10	PC	Mo	Str	M	AL	AL	D.Fu	Ow	MM	Tim 33000H	Ros	L4IH	394	a	CD	.....	.....	34	40x3	58x3½	½
29	462	4.6	300	45.9	100–2400	L	G	C	7–3	13⅞	PC	Wa	Str	M	AL	AL	D.Fu	Ow	MM	Tim 35100H	Ros	L4IH	493	a G	CD	.....	.....	34	40x3	58x3½	½
30	420	5.2	300	45.0	130–2800	L	G	C	5–2¾	11⅛	PC	Mo	Str	M	AL	AL	D.Fu	Ow	MM	Tim 35100H	Ros	L4IH	493	a G	CD	.....	.....	34	40x3	58x3½	½
31	549	4.5	335	48.6	100–2000	L	G	C	4–3½	11⅜	PC	Wa	Str	M	AL	AL	D.Fu	Ow	MM	Tim27050TW	Ros	B4IM	566	a G	CD	.....	.....	34	40x3	58x4	½
32	677	4.4	460	60.0	125–2000	L	G	A	4–3½	11¾	PC	Wa	Str	M	AL	AL	D.Fu	Ow	MM	Tim27050TW	Ros	B4IM	547	a G	CD	.....	.....	34	40x3	58x4	½
33	298	5.1	198	33.5	85–2900	L	G	C	4–2⅜	9⅜	PC	No	Zen	M	AL	AL	P.BB	Ch	MM	Tim 30000H	Ros	L4IH	268	a	TX	.....	.....	31	40x2½	54x3	½
34	353	4.6	252	36.5	97–2750	L	G	C	4–2¾	10	PC	No	Str	M	AL	AL	D.Fu	Ch	MM	Tim 31000H	Ros	L4IH	268	a	FD	.....	.....	31	40x2½	54x3	½
35	462	5.1	300	45.4	100–2400	L	G	C	7–3	13⅞	PC	No	Str	M	AL	AL	D.Fu	Ch	MM	Tim 33000H	Ros	L4IH	394	a	FD	.....	.....	34	40x3	58x3½	½
36	420	5.2	300	45.	130–2800	L	G	C	5–2¾	11⅞	PC	No	Zen	M	AL	AL	D.Fu	Ch	MM	Tim 33000H	Ros	L4IH	394	a	FD	.....	.....	34	40x3	58x3½	½
37	517	4.5	340	51.3	110–2500	L	G	C	7–3	13⅞	PC	No	Str	M	AL	AL	D.Fu	Ch	MM	Tim35000TW	Ros	W2IM	574	a	FD	.....	.....	34	40x3	58x3½	½
38	420	5.2	300	45.	130–2800	L	G	C	5–2¾	11⅞	PC	No	Zen	M	AL	AL	D.Fu	Ch	MM	Tim35000TW	Ros	W2IM	574	a	FD	.....	.....	34	40x3	58x3½	½
39	214	5.0	137	27.3	66–3000	L	G	A	7–2⅛	8 11/16	FP	No	Zen	V	AL	AL	D.BL	Ch	Blo	Tim 11703H	Ros	L4IH	380	a	TX	110	64½	34	41x2¼	50x2½	N
40	248	5.0	150	27.3	65–2760	L	G	C	7–2⅜	10⅛	FP	No	Str	V	DR	DR	D.BL	Ow	Blo	Tim 11703H	Ros	L4IH	380	a	TX	110	64½	34	41x2¼	50x2½	N
41	248	5.0	150	27.3	65–2760	L	G	C	7–2⅜	10⅛	FP	No	Zen	V	AL	AL	D.BL	Ch	Blo	Tim 12703H	Ros	L4IH	452	a	TX	120	73½	34	41x2¼	50x2½	N
42	311	4.1	196	38.4	73–2400	H	C	N	7–2¾	13 5/16	FP	No	Zen	V	AL	AL	D.BL	Ch	Blo	Tim 14703H	Ros	L4IHV	578	a	TD	120	77½	34	41x2¼	50x2½	N
43	339	4.2	212	38.4	82–2400	H	C	N	7–2¾	13 5/16	FP	No	Zen	V	AL	AL	D.BL	Ch	Blo	Tim 15733H	Ros	L4IHV	658	a	TD	110	71¼	34	40x2½	56x3	½
44	339	4.2	212	38.4	82–2400	H	C	N	7–2¾	13 5/16	FP	No	Zen	V	AL	AL	D.BL	Ch	Blo	Tim 15733H	Ros	L4IHV	768	a	TD	110	71¼	34	40x2½	56x3	½
45	275	4.2	268	45.9	100–2400	H	C	N	7–2¾	13 5/16	FP	No	Zen	V	AL	AL	D.BL	Ch	Blo	Tim 16710H	Ros	4IHV	768	a	TD	110	71¼	34	40x2½	56x3½	½
46	381	4.6	240	40.8	87–2500	L	G	C	7–2⅝	12½	PC	Wa	Zen	M	AL	AL	D.Fu	Ch	Spi	Cla F318	Ros	L4IHV	490	G	FX	Opt	Opt	32½	40⅛x3½	50½x3	N
47	381	4.6	240	40.8	87–2500	L	G	C	7–2⅝	12½	PC	Wa	Zen	M	AL	AL	D.Fu	Ch	Spi	Cla F318	Ros	L4IHV	490	G	FX	Opt	Opt	32½	40⅛x3½	50½x3	N
48	462	4.6	300	45.9	97–2000	L	G	C	7–3	13⅞	PC	Wa	Zen	M	AL	AL	D.BL	Ch	Spi	Tim 27450	Ros	Ws4IA	690	a	FX	Opt	Opt	36	43x3½	53x3½	N
49	298	5.3	200	33.7	80–2800	L	C	C	7–3	9⅞	PC	Pe	Zen	M	AL	DR	P.BB	Yo	Blo	Cla F318	Ros	L4IH	318	p	CD	81	61	31½	41x2½	54⅞x3	½
50	298	5.3	200	33.7	80–2800	L	C	C	7–3	9⅞	PC	Pe	Zen	M	AL	DR	D.BL	Yo	Blo	Shu 5550	Ros	W2IM	336	G	CD	76	52	34½	41⅞x2½	48½x2½	½
51	369	4.8	234	39.6	99–2800	L	G	B	7–3	11½	PC	Pe	Zen	M	AL	DR	D.Fu	Yo	Blo	Shu 610	Ros	W2IM	420	G	CD	94¼	70	34½	41⅞x2½	48½x3	½
52	298	5.3	200	33.7	80–2800	L	C	C	7–3	9⅞	PC	Pe	Zen	M	AL	DR	P.BB	Yo	Blo	Cla F318	Ros	L4IH	322	p	CD	81	61	31½	41x2½	54⅞x3	½
53	428	4.8	280	45.9	107–2600	L	G	B	7–3	11½	PC	Pe	Zen	M	AL	DR	D.Fu	Yo	Blo	Shu 632-5	Ros	L4IH	616	p G	CD	115	72½	31½	41⅞x2½	54⅞x3	¼
54	428	4.8	280	45.9	107–2600	L	G	B	7–3	11½	PC	Pe	Zen	M	AL	DR	D.BL	Yo	Blo	Shu 610	Ros	W2IM	420	G	TD	94¼	70	34½	41⅞x2½	48½x3	½
55	428	4.8	280	45.9	107–2600	L	G	B	7–3	11½	PC	Pe	Zen	M	AL	DR	D.Fu	Yo	Blo	Shu 632-3	Ros	L4IH	616	p G	CD	96½	64	31½	41⅞x2½	54⅞x3	½
56	263	5.0	160	31.5	68–2800	L	G	C	7–2½	10 11/16	CC	Op	Str	M	AL	AL	P.BL	Yo	Spi	Tim 30020H	Ros	L4IH	249	G	TX	92	56	34	37x2¼	54x2½	N
57	263	5.0	160	31.5	68–2800	L	G	C	7–2½	10 11/16	CC	Op	Str	M	AL	AL	P.BL	Yo	Spi	Tim 30020H	Ros	L4IH	316	G	TX	92	56	34	37x2¼	54x2½	½
58	282	5.3	186	33.7	90-2500	L	G	A	7–2½	10 11/16	CC	No	Str	M	AL	AL	P.BB	Yo	Spi	Tim 31020	Ros	L4IH	353	G	TX	92	56	34	37x2¼	54x2½	N
59	282	5.3	186	33.7	90–2500	L	G	A	7–2½	10 11/16	CC	No	Str	M	AL	AL	P.BB	Yo	Spi	Tim 31020	Ros	L4IH	353	G	TX	102	56	34	37x2¼	54x2½	½
60	282	5.3	176	33.7	90–2500	L	G	A	7–2½	10 11/16	CC	Op	Str	M	AL	AL	P.BL	Yo	Spi	Shu 5582B	Ros	L4IHV	383	G	TX	108	69	34	40x2½	54x3	½
61	428	4.4	283	45.9	94–2200	L	G	A	7–3	14	CC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Shu 5582B	Ros	L4IHV	398	G	CD	142	83	34⅛	40x2½	54x3	½
62	428	4.4	283	45.9	94–2200	L	G	A	7–3	14	CC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Shu 5582B	Ros	L4IHV	398	G	CD	142	83	34⅛	40x2½	54x3	½
63	428	4.4	283	45.9	94–2200	L	G	A	7–3	14	CC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Shu 5582B	Ros	L4IHV	398	G	CD	142	83	34⅛	40x2½	54x3	½
64	428	4.4	283	45.9	94–2200	L	G	A	7–3	14	CC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Shu 5582B	Ros	L4IHV	398	G	CD	142	83	34⅛	40x2½	54x3	½
65	501	4.8	330	48.6	110–2200	L	G	A	7–3	12½	CC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Shu 5592B	Ros	L4IHV	546	G	CD	142	83	34⅛	40x2½	54x3	½
66	529	4.9	350	51.3	115–2200	L	G	A	7–3	12½	CC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Shu 5592B	Ros	L4IHV	546	G	CD	142	83	34¼	40x2½	54x3	½
67	186	4.6	124	21.	39–2400	L	G	C	3–2	6⅞	FP	No	Zen	V	DR	DR	P.MM	Mo	MM	Own 101	Ros	B4IM	212	P	21	93⅝	53⅝	32⅛	40x2	46x2½	N
68	186	4.6	124	21.	39–2400	L	G	C	3–2	6⅞	FP	No	Zen	V	DR	DR	P.MM	Mo	MM	Own 101	Ros	B4IM	212	P	21	93⅝	53⅝	32⅛	40x2	46x2½	N
69	224	4.7	138	25.3	54–2700	L	G	A	4–2⅜	8 5/16	PC	No	Zen	M	DR	DR	P.Ro	Mo	MM	Own 105	Ros	B4IM	287	P	2I	93⅝	53⅝	32 1/16	40x2	46x2½	½
70	224	4.7	138	25.3	54–2700	L	G	A	4–2⅜	8 5/16	PC	No	Zen	M	DR	DR	P.Ro	Mo	MM	Own 200	Ros	B4IM	302	P	2I	93⅝	53⅝	32 1/16	40x2¼	46x2½	½
71	224	4.7	138	25.3	54–2700	L	G	A	4–2⅜	8 5/16	PC	No	Zen	V	DR	DR	P.Ow	Mo	MM	Own 200	Ros	B4IM	295	Pa	2I	98⅛	55⅝	32	40x2¼	52x2½	¼
72	279	4.6	176	31.5	67–2600	H	G	C	7–2½	13 5/16	FP	Ha	Zen	V	DR	DR	P.Ow	Mo	MM	Own 251	Ros	B4IM	378	Pa	2I	104	61½	34	42x3	54x3	¼
73	279	4.6	176	31.5	67–2600	H	G	C	7–2½	13 5/16	FP	Ha	Zen	V	DR	DR	P.Ow	Mo	MM	Own 300	Ros	B4IM	430	Pa	2I	115	72½	34	42x3	56x3	¼
74	279	4.6	176	31.5	67–2600	H	G	C	7–2½	13½	FP	Ha	Zen	V	DR	DR	P.Ow	Mo	MM	Own 300	Ros	B4IM	430	Pa	2I	115	72½	34	42x3	56x3	¼
75	312	4.0	200	28.9	59–1800	H	C	A	3–2¾	8¾	FP	HS	Zen	V	RB	DR	P.Ow	Ow	Ow	Own 400	Own	BO4IM	710	Pa	2I	106½	73¼	34	41⅛x3	56x3½	¼
76	390	3.8	240	36.1	69–1800	H	C	A	3–3	8⅜	FP	HS	Zen	V	RB	DR	P.Ow	Ow	Ow	Own 500	Own	BO4IM	794	Pa	2I	120	81⅞	34	44x3	58x4	¼
77	525	4.5	312	48.6	98–1800	H	G	C	7–3¼	17¾	FP	Ha	Zen	M	DR	DR	P.Ro	Mo	MM	Own 503	Ros	BO4IMV	729	Pa	TD	106	72	34	48x3	56x3	N
78	648	4.4	415	60.0	115–1800	H	G	C	7–3¼	17¾	FP	Ha	Zen	M	DR	DR	P.Ro	Mo	MM	Own 503	Ros	BO4IMV	729	Pa	TD	106	72	34	48x3	56x3	N
79	214	4.9	137	27.3	61–3000	L	C	A	7–2⅛	9 11/16	CC	No	Zen	M	DR	DR	P.BL	Pe	Spi	Cla F208	Ros	L4IH	222	p	TX	88	60	34⅛	40x2¼	52x3	..
80	298	4.7	212	38.4	80–2800	L	G	A	7–3	9⅞	CC	No	Zen	M	DR	DR	P.BL	Pe	Spi	Cla F308	Ros	L4IH	335	a	FD	96	60	34⅛	39x2½	52x3	½
81	339	4.4	200	33.7	76–2400	L	C	C	7–2⅝	13¼	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L4IH	335	a	FD	110	72	31½	40x2½	52x3	½
82	393	4.9	260	42.1	103–2600	L	G	C	7–3	11½	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L4IHV	394	a	FD	120	72	31½	40x2½	52x3	½
83	393	4.9	260	42.1	103–2600	L	G	C	7–3	11½	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 35100H	Ros	L4IHV	455	a	FD	120	72	33¾	42x2½	56x3½	½
84	377	4.9	258	38.4	92–2300	H	C	A	4–2⅞	11⅛	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 35100H	Ros	L4IHV	455	a	FD	120	72	33¾	42x2½	56x3½	½
85	453	4.8	300	48.6	98–2200	L	G	A	7–3	14	CC	Ha	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 35100H	Ros	L4IHV	602	a	FD	110	72	33¾	42x2½	56x3½	½
86	501	4.9	330	48.6	110–2200	L	G	A	7–3	12½	CC	Ha	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 36020N	Ros	Ws2ImV	407	a	FD	.....	.....	33¾	42x3	56x4	½
87	468	4.4	322	43.3	125–2400	H	C	A	4–2¾	10⅜	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 36020N	Ros	Ws2ImV	407	a	FD	.....	.....	33¾	42x3	56x4	½
88	572	4.3	358	48.6	114–1900	L	G	C	4–3	10 1/16	CC	Bu	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 36020N	Ros	Ws2ImV	407	a	FD	.....	.....	33¾	42x3	56x4	½
89	707	4.4	506	60.0	170–2000	H	C	A	7–3¼	11 5/16	FP	HS	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 36020N	Ros	Ws2ImV	407	a	FD	.....	.....	33¾	42x3	56x4	½
90	214	4.9	137	27.3	61–3000	L	C	C	7–2⅛	8 11/16	FP	No	Str	V	DR	DR	D.BL	Mo	Spi	Tim 30000H	Ros	L4IH	308	G	TX	101	64	34	38x2¼	52x2½	N
91	248	4.4	160	27.4	70–3200	L	C	C	7–2⅜	10 5/16	PC	No	Str	M	DR	DR	D.BL	Ow	Spi	Tim 31000H	Ros	L4IH	452	G	TX	126	76	34	38x2½	52x2½	½
92	311	4.2	196	33.8	73–2400	H	C	C	7–2¾	13	PC	No	Str	M	DR	DR	D.BL	Ow	Spi	Tim 31000H	Ros	L4IH	354	G	F	166	76	34	38x2½	52x3	½
93	339	4.2	212	38.4	80–2400	H	C	C	7–2¾	13 5/16	FP	No	Str	V	DR	DR	D.BL	Ow	Spi	Tim 33020H	Ros	L4IH	648	G	TD	172	104	34	38x2½	52x3	¼
94	381	4.2	237	40.8	89–2400	H	C	C	7–2¾	13 5/16	CC	No	Str	M	DR	DR	D.BL	Ow	Spi	Tim 35020H	Ros	L4IHV	676	G	FD	170	108	34	38x2½	52x3	¼
95	427	4.2	270	45.9	102–2400	H	C	C	7–2¾	13 5/16	FP	No	Str	M	DR	DR	D.BL	Ow	Spi	Tim 26450	Ros	Ws4IA	848	G	FD	180	130	38	44x2½	52x3	½
96	201	5.4	142	21.5	60–2500	L	G	C	4–2⅜	7	PC	No	Zen	V	AL	AL	P.BB	Pe	Spi	Tim 11710H	Ha	L4IH	268	p	TX	96	54	31⅞	38x2	52½x2½	N
97	224	4.7	145	25.3	61–2750	L	G	C	4–2⅜	8 5/16	PC	No	Zen	V	AL	AL	P.BB	Pe	Spi	Tim 11710H	Ha	L4IH	287	p	TX	109	60⅞	32	38x2	57½x2½	½
98	224	4.7	145	25.3	61–2800	L	G	C	4–2⅜	8 5/16	PC	No	Zen	M	AL	AL	P.BB	Pe	Spi	Tim 30000H	Ha	L4IH	287	Da	TX	110¾	67½	31⅞	38x2	52½x2½	½
99	224	4.7	145	25.3	61–2750	L	G	C	4–2⅜	8 5/16	PC	No	Zen	V	AL	AL	P.BB	Pe	Spi	Tim 31000H	Ha	L4IH	271	Da	TX	109	60⅞	32	38x2	52½x2½	½
100	242	5.0	160	27.3	65–2800	L	G	C	4–2⅜	8 5/16	PC	No	Zen	M	AL	AL	P.BB	Pe	Spi	Tim 31000H	Ha	L4IH	271	Da	TX	143¾	79½	32	38x2	52½x2½	½
101	260	5.3	166	29.4	69–2600	L	G	C	7–3	9⅞	PC	Ha	Zen	M	AL	AL	P.BB	Pe	Spi	Tim 31000H	Ros	L4IHV	327	Da	TX	120	78¾	32	38x2	57½x2½	½
102	299	4.9	195	33.5	82–2600	L	G	C	4–2¾	10	PC	Ha	Zen	M	AL	AL	D.Fu	Pe	Spi	Tim 33020H	Ros	L4IHV	367	Da	FD	140¼	93	32	39x2½	60x3	½
103	354	4.3	228	36.2	86–2300	L	G	C	4–2¾	10	FP	Ha	Zen	M	AL	AL	D.Fu	Pe	Spi	Tim 33020H	Ha	L4IHV	367	Da	FD	137¼	90	32	39x2½	60x3	½
104	393	4.8	260	42.1	94–2400	L	G	C	7–3	11½	PC	Ha	Zen	M	AL	AL	D.Fu	Pe	Spi	Tim 33000H	Ros	L4IHV	458	Da	FD	144	75	32	39x2½	60x3	½
105	462	4.6	310	46.0	97–2000	L	G	C	7–3	13⅞	PC	Wa	Zen	M	AL	AL	D.Fu	Pe	Spi	Tim 35020H	Ha	L4IHV	483	Da	FD	133	85¾	32 1/16	39x2½	60x3½	½
106	462	4.6	310	46.	97–2000	L	G	C	7–3	13⅞	PC	Wa	Zen	M	AL	AL	D.Fu	Pe	Spi	Tim 35000H	Ros	L4IHV	468	Da	FD	168	88	32⅛	44x3	60x3½	½
107	549	4.6	350	48.6	98–1850	L	G	C	4–3½	11⅛	PC	Wa	Zen	M	AL	AL	D.Fu	Ow	Spi	Tim 26450H	Ha	L4IHV	487	Da	FD	128½	81¼	36 1/16	44x3	60x3½	½
108	517	4.6	335	51.	100–1800	L	G	A	7–3	13⅞	PC	Wa	Zen	M	AL	AL	D.Fu	Pe	Spi	Tim27450TW	Ros	Ws4IA	690	Da	FD	168	88	34	44x3	60x3½	½
109	754	5.1	510	76.7	240–2900	H	C	C	4–3½	10	PC	No	Zen	M	DR	DR	dpLo	Ow	Blo	Tim27450TW	Ros	Ws4IA	690	Da	CD	.....	.....	34	44x3	60x4	½
110	298	4.7	190	33.7	67–2400	L	G	C	7–2⅝	13½	PC	No	Zen	M	AL	AL	D.BL	Mo	Spi	Tim 12703H	Ros	L4IH	302	p	CD	84	56	33	38x2¼	50x2½	N
111	339	4.7	223	38.4	74–2400	L	G	C	7–2⅝	13½	PC	Pe	Str	M	AL	AL	D.BL	Mo	Spi	Shu 5572	Ros	L4IHV	678	G	CD	104	62	33	40x2½	56x3	½
112	359	4.4	228	38.4	80–2200	L	G	C	7–3	15	PC	Pe	Str	V	AL	AL	D.BL	Mo	Spi	Shu 5572	Ros	L4IHV	678	G	FD	106	65	33	40x2½	56x3	½
113	428	4.4	280	45.9	94–2200	L	G	C	7–3	15	PC	Pe	Str	M	AL	AL	D.BL	Mo	Spi	Tim 15300	Ros	W2IM	615	G	CD	112	75	33	42x2½	56x3	½
114	428	4.4	280	[illegible]5.9	94–2200	L	G	C	7–3	15	PC	Pe	Str	M	AL	AL	D.BL	Mo	Spi	Tim 16310	Ros	W2IM	802	G	TD	95	73	33	42x2½	56x3	½
115	428	4.4	280	45.9	94–2200	L	G	C	7–3	15	PC	Pe	Str	M	AL	AL	D.BL	Mo	Spi	Tim 16300	Ros	W2IM	802	G	TD	154½	99½	37	44x3	56x4	½
116	453	4.8	300	48.6	99–2200	L	G	C	7–3	15	PC	Pe	Str	M	AL	AL	D.BL	Mo	Spi	Tim 16300	Ros	W2IM	802	G	TD	154½	99½	37	44x3	56x4	½
117	529	4.5	350	51.3	112–2200	L	G	A	7–3	12½	PC	Ha	Str	M	LN	LN	P.BL	Mo	Spi	Tim 26450W	Ros	Ws4IA	576	G	TD	Opt	Opt	33	44x3	56x3	½
118	248	5.0	160	27.3	65–2700	L	C	C	7–2⅜	10 5/16	FP	No	Zen	G	DR	DR	D.BL	Pe	Spi	Tim 30000H	Ros	L4IH	380	G	TD	Opt	Opt	34	38x2¼	54x2½	..
119	248	4.1	196	27.3	65–2700	L	C	C	7–2⅜	10 5/16	FP	No	Zen	G	DR	DR	D.BL	Pe	Spi	Tim 30000H	Ros	L4IH	380	G	TD	Opt	Opt	34	38x2¼	54x2½	½
120	311	4.1	196	38.4	70–2400	H	C	C	7–2½	13 5/16	FP	No	Zen	G	DR	DR	D.BL	Pe	Spi	Tim 31000H	Ros	L4IH	452	G	TD	Opt	Opt	34	38x2¼	54x2½	½
121	339	4.2	212	38.4	82–2400	H	C	C	7–2¾	13 5/16	FP	No	Zen	G	DR	DR	D.BL	Pe	Spi	Tim 33000H	Ros	L4IH	578	G	TD	Opt	Opt	34	38x2¼	54x3	½
122	339	4.2	212	38.4	82–2400	H	C	C	7–2¾	13 5/16	FP	No	Zen	G	DR	DR	D.BL	Pe	Spi	Tim 33000H	Ros	L4IH	578	G	TD	Opt	Opt	34	40x2½	54x3	½

Line Number	MAKE AND MODEL	GENERAL (See Keynote)						TIRE SIZE		MAJOR UNITS										FRAME	
										ENGINE		TRANSMISSION		REAR AXLE							
		Tonnage Rating	Chassis Price	Standard Wheelbase	Max. W. B. Furnished	Gross Vehicle Weight	Chassis Wt. (Stripped)	Front	Rear	Make and Model	No. of Cylinders Bore and Stroke	Make and Model	Location and Forward Speeds	Aux. Location and Speeds	Make and Model	Gear and Type	Drive and Torque	GEAR RATIOS In High	GEAR RATIOS In Low	Side Rail Dimensions	Type
1	Larrabee	75	4	5200	167	205	20800	7850	B9.75/20	DB9.75/20	Con 20R	6-4½x4¾	BL 55	A 7	No	Tim65720DH	WF	H	8.50	80.8	8x3½x¼	P
2	(concluded)	85	4-5	5500	168	206	23650	8800	B9.75/20	DB9.75/20	Con 21R	6-4⅜x4¾	BL 55	A 7	No	Tim66702DH	WF	H	9.0	85.8	8x3½x¼	C
3	Le Moon	150	1½	1150	140	152	8000	3300	B6.50/20	B6.50/20	Con 16C	6-3⅝x4⅝	BL 214	U 4	No	Tim 53200H	BF	H	5.14	31.8	6x3x⅛	T
4		200	1½-2	1350	160	178	11200	3600	B7.00/20	DB7.00/20	Con 16C	6-3⅝x4⅝	BL 214	U 4	No	Tim 53200H	BF	H	5.14	31.8	6x3x⅛	C
5		300	2-3	1575	163	190	12600	4200	B7.50/20	DB7.50/20	Con 16C	6-3⅝x4⅝	BL 214	U 4	No	Tim 54200H	BF	H	6.80	42.1	6½x3¾x¼	C
6		400	3-4	2175	163	190	15300	5000	B8.25/20	DB8.25/20	Wau 6MS	6-3¾x4¾	BL 314	U 4	No	Tim 56200H	BF	H	6.16	40.6	6½x3¾x¼	C
7		500	4-5	2775	163	190	19500	6000	B9.00/20	DB9.00/20	Wau 6MK	6-4⅛x4¾	BL 514	U 4	No	Tim 58200H	BF	H	6.14	40.6	7x4x¼	C
8		501	4-5	3150	160	190	19500	6000	B9.00/20	DB9.00/20	Wau 6SRL	6-4⅜x5½	Fu VUOG	U 5	No	Tim 58200H	BF	H	6.14	40.6	7x4x¼	C
9	(9)	600	5-6	3450	169	199	21600	7200	B9.75/20	DB9 75/20	Wau 6SRL	6-4⅜x5½	Fu VUOG	U 5	No	Tim 65720H	WF	H	6.00	43.2	7x4x¼	P
10	Maccar	36A	1½-2½	2050	155	183	12000	4850	P7.00/20	DP7.00/20	Bud H298	6-3¾x4½	BL 314	U 4	No	Tim 54200H	BF	R	4.86	32	6⅛x3x¼	C
11		40A	2½-4	2400	155	183	15000	5350	P7.50/20	DP7.50/20	Bud H298	6-3¾x4½	BL 314	U 4	No	Tim 56200H	BF	R	6.16	38.7	7x3x¼	C
12		56	3-5	3350	153	194	18000	6200	P8.25/20	DP8.25/20	Bud DW6	6-3¾x5	BL 51	U 4	No	Wis 6787L	2F	R	7.00	37.4	8x3x¼	T
13		60	3-5	3950	153	207	18000	6600	P9.00/20	DP9.00/20	Bud BA6	6-4½x5½	BL 514	U 4	No	Tim 75200H	2F	R	6.4	34.4	8x3x¼	T
14		60A	4-6	4500	153	207	22000	7300	B9.00/20	DB9.00/20	Bud BA6	6-4¼x5½	BL 554	U 4	No	Tim 65720H	WF	R	6.8	43.	8x3x¼	T
15		66A	4-6	5500	184	235	22000	8200	P9.75/20	DP9.75/20	Her YXCP3	6-4⅝x4¾	BL 615	A 5	No	Tim 65720W	WF	R	6.8	44.5	12x3x¼	T
16		86A	5-8	5950	184	235	30000	9500	P10.50/20	DP10.50/20	Her YXCP3	6-4⅝x4¾	BL 70	A 5	No	Tim 66720W	WF	R	7.6	49.8	12x3x¼	T
17	Mack	BL	1-2	2500	138	148	8250	4050	B6.00/20	DB6.00/20	Own BL	6-3¼x5	Own BG	U 4	No	Tim52000B2	SF	H	5.66	27.9	7x3x⅛	T
18		BG	1½-3	3030	138	192	10850	4800	P32x6	DP32x6	Own BG	6-3⅝x5	Own BG	U 4	No	Own BG	SF	H	5.44	26.8	7x3x⅛	T
19		BF	2½-4	4200	156	198	14500	6600	B8.25/20	DB8.25/20	Own BG	6-3⅝x5	Own BG	U 4	No	Own AB	2F	H	7.01	33.9	7⅛x3⅛x⅛	T
20		AB	3-5	4000	147	219	15450	6450	P34x7	DP34x7	Own AB	4-4¼x5	Own AB	U 4	No	Own AB	CD	R	7.72	37.4	8x2¼x¼	T
21		AB	3-5	4200	147	219	15425	6700	P34x7	DP34x7	Own AB	4-4¼x5	Own AB	U 4	No	Own AB	2F	H	7.58	36.7	8x2¼x¼	T
22		AB	3-5	4150	147	219	15450	6450	P34x7	DP34x7	Own BG	6-3⅝x5	Own AB	U 4	No	Own AB	CD	R	7.72	37.4	8x2¼x¼	T
23		AB	3-5	4500	147	219	15450	6700	P34x7	DP34x7	Own BG	6-3⅝x5	Own AB	U 4	No	Own AB	2F	H	7.58	36.7	8x2¼x¼	T
24		BM	3-5	4700	157	217	.....	7500	B9.00/20	DB9.00/20	Own BC	6-4x5½	Own BC	U 4	No	Own AB	2F	H	7.01	40.9	7⅛x3x⅛	T
25		BC	4-6	5250	154	226	19750	7850	P36x8	DP36x8	Own BC	6-4x5½	Own BC	U 4	No	Own BC	2F	H	7.58	44.2	8½x3x⅛	T
26		BC	4-6	5500	154	226	.....	8000	P36x8	DP36x8	Own BC	6-4x5½	Own BC	U 4	No	Own BC	CD	R	7.88	46.0	8½x3x⅛	T
27		BJ	5-8	6450	168	245	26575	9800	B10.50/22	DB10.50/22	Own BK	6-4½x5½	Own AL	A 4	No	Own AK	2F	H	6.92	36.4	11½x3½x¼	T
28		AK	5-8	5150	162	228	28500	9500	B10.50/24 °	DB10.50/24°	Own AC	4-5x6	Own AC	J 4	No	Own AC	CD	R	7.83	50.6	8½x23¼x¼	C
29		AK	5-8	5250	162	228	28500	9400	B10.50/24 °	DB10.50/24°	Lyc AEC	4-5x6	Own AK	A 4	No	Own AK	2F	H	6.92	55.3	8½x23¼x¼	C
30		AK	5-8	6450	174	240	26100	10400	B10.50/22	DB10.50/22	Own BK	6-4½x5½	Own AC	A 4	No	Own AK	2F	H	6.92	44.3	8½x3x⅛	C
31		AC	5-8	4950	168	240	28000	9200	B10.50/24 °	DB10.50/24°	Own AC	4-5x6	Own AC	J 4	No	Own AC	CD	R	8.46	54.4	8x3x⅛	C
32		AC	6-9	6450	174	240	28500	11400	B10.50/24	DB10.50/24	Own BK	6-4½x5½	Own AC	A 4	No	Own AC	CD	R	8.4	53.9	8½x3x⅛	C
33		AP	7½-10	8500	191	191	.....	11700	S36x7	DS40x8	Own AP	6-5x6	Own AP	J 4	No	Own AP	CD	R	8.31	53.3	8x3x⅛	C
34	Marmon-Herr..	T-30	3½	5785	158	188	18450	8450	B9.00/20	DB9.00/20	Her WXC3	6-4¼x4½	Fu JVUOG	U 5	A 2	Wis 698Q	2F	H	Opt	Opt	6x2¾x¼	P
35		T-31	4-5	6785	163	193	22620	9620	B9.75/20	DB9.75/20	Her YXC3	6-4⅝x4¾	Fu VUOG	U 5	A 2	Wis 1237W	2F	H	Opt	Opt	8x3x⅛	P
36		T31-A	5	7785	163	193	23120	10120	B9.75/22	DB9.75/22	Her RXC	6-4⅜x5¼	Fu VUOG	U 5	A 2	Wis 1627KW	2F	H	Opt	Opt	8x3x⅛	P
37		T-32	5½ up	9500	198	228	30190	14690	B10.50/22	DB10.50/22	Her HXB	6-5x6	BL 724	U 4	A 3	Wis 1737KW	2F	H	Opt	Opt	10½x3x3½	P
38		T-33	5½ up	1250	198	228	33920	14920	B11.25/24	DB11.25/24	Her HXD	6-5½x6	BL 724	U 4	A 3	Wis Spec	2F	H	Opt	Opt	10½x3x3½	P
39	Moreland	RR-8	1½	1750	159	...	8000	4195	B5.50/20	DB5.50/20	Con 16C	6-3⅜x4⅝	BL 224	U 4	No	Tim 53200H	SF	R	5.66	35.0	7⅛x2⅝x¼	T
40		RR-10	2	1950	159	...	10000	4585	B6.50/20	DB6.50/20	Con 16C	6-3⅜x4⅝	BL 224	U 4	No	Tim 54200H	SF	R	5.83	36.1	7⅛x2⅝x¼	T
41		B13, 15	2½-3½	2850	184	...	15000	5815	B8.25/20	DB8.25/20	Her WXC	6-4x4½	BL 314	U 4	No	Tim 56200H	SF	R	6.17	40.7	9⅛x3½x⅛	T
42		B16, 18	4-4½	3025	184	...	18000	6195	B9.00/20	DB9.00/20	Her WXC	6-4x4½	BL 314	U 4	No	Tim 58200H	SF	R	6.13	40.5	9⅛x3½x⅛	T
43		E16, 18	4-4½	3300	184	...	18000	6460	B9.00/20	DB9.00/20	Her WXC3	6-4¼x4½	BL 51-4	U 4	No	Tim 58200H	SF	R	6.13	32.9	9⅛x3½x⅛	T
44		E19, 21	5-5½	3800	184	...	21000	7155	B9.75/20	DB9.75/20	Her WXC3	6-4¼x4½	BL 51-4	U 4	No	Tim 65720H	FW	R	7.25	38.	9⅛x3½x⅛	T
45		H-24	5½-6½	5335	196	...	24000	8700	B9.75/20	DB9.75/20	Her RXB	6-4½x5¼	BL 554	U 4	No	Tim66720TW	FW	R	8.20	59.7	9½x2¼x⅜	T
46	Netco	A	1½-2	2800	146	168	8400	4000	B6.00/20	DB6.00/20	Wau 6ZK	6-3⅜x4⅛	BL 214	U 4	No	Tim 52000H	SF	H	4.85	Opt	6x2½x¼	C
47		B	2½	3000	155	183	12600	5000	B7.50/20	DB7.50/20	Wau 6TL	6-3⅜x4¾	BL 314	U 4	No	Tim 54000H	BF	H	5.83	Opt	6x3x¼	C
48		C	3	3500	148	200	15300	6000	B8.25/20	DB8.25/20	Wau 6MK	6-4⅛x4¾	BL 314	U 5	No	Tim 58000H	BF	H	6.83	Opt	7x3x¼	C
49		E	3½	4500	140	200	23400	7500	B9.75/20	DB9.75/20	Wau 6SRL	6-4⅜x5½	BL 55	U 4	No	Tim 65704	WF	R	7.25	Opt	9x3x¼	C
50		J	5	5300	140	200	28200	9500	B10.50/20	DB10.50/20	Wau 6SRK	6-4⅜x5½	BL 615	U 5	No	Tim 68700	WF	R	9	25	9x3x¼	C
51		K	5½	6500	180	220	37500	11000	B12.00/20	DB12.00/20	Lyc AEC	8-3⅜x4¾	BL 615	U 5	No	Wis 1627KH	2F	R	Opt	Opt	9x3x¼	C
52	Omort	200	2	2100	124	148	11500	4800	P32x6	DP32x6	Her OX	4-4x5	Fu MGU14	U 4	No	Wis 4610	2F	R	6.00	39.0	6x3x¼	I
53		250	2½	2350	124	148	13000	5800	P32x6	DP32x6	Her OX	4-4x5	Fu MGU14	U 4	No	Wis 6617	2F	R	5.33	34.6	6x3½x⅛	I
54		25	2½	2650	130	130	16000	6100	P32x6	DP32x6	Her WXB	6-3¾x4½	Fu MGU	U 4	No	Wis 6787L	2F	R	6.41	41.6	6x3½x⅛	I
55		300	3	2650	130	Op	16000	6300	P34x7	DP34x7	Her OXC	4-4¼x5	Fu GOG	A 4	U 2	Wis 8817	2F	R	5.37	69.4	6x3½x3⅜	I
56		3005	3	2850	130	Op	16500	6500	P34x7	DP34x7	Her WXB	6-3¾x4½	Fu GOG	A 4	U 2	Wis 8817	2F	R	5.37	69.4	6x3½x3⅜	I
57		30	3	3250	134	148	18000	6600	P34x7	DP34x7	Her WXB	6-3¾x4½	Fu MGOG	A 4	U 2	Wis 8817L	2F	R	7.93	65.0	6x3½x3⅜	I
58		35	3½	3850	150	150	21000	7600	P36x8	DP36x8	Her WXC	6-4x4½	Fu MGOG	A 4	U 2	Wis 1567H	2F	R	9.11	74.7	6x3½x3⅜	I
59	Oshkosh	LB	2-2½	3750	146	165	13900	6700	B9.00/20	B9.00/20	Her JXC	6-3¾x4¼	BL 51-4	U 4	No	Own LB	2F	H	7.3	39.0	7x3x¼	T
60		LC	2½-3	4000	146	165	15150	6950	B9.00/20	B9.00/20	Her WXC	6-4x4½	BL 55-4	U 4	No	Own LC	2F	H	7.3	53.1	7x3x¼	T
61		H2A	3	4675	146	165	16550	7550	B9.75/20	B9.75/20	Her WXC2	6-4⅛x4½	BL 55-7	A 7	No	Own H2A	2F	H	8.94	66.3	7x3x¼	L
62		H2B	3½	4890	146	165	18500	8400	B10.50/22	B10.50/22	Her YXC	6-4¾x4¾	BL 615	U 5	No	Own H2B	2F	H	8.94	73.4	7x3x½	L
63		H2C	4	5090	146	165	19700	8700	B11.25/20	B11.25/20	Her RXB	6-4½x5¼	BL 615	U 5	No	Own H2C	2F	H	9.6	78.9	7x3x½	L
64		Y2D	4-5	5460	146	165	21000	9000	B11.25/20	B11.25/20	Her RXB	6-4½x5¼	BL 60-7	A 7	No	Own Y2D	2F	H	9.6	91.2	7x3x½	L
65		FHX	5	6145	146	165	21850	9850	B12.75/20	B12.75/20	Her RXC	6-4½x5¼	BL 70-7	A 7	No	Own FHX	2F	H	9.6	90.2	8x3x½	L
66		F2A	5-7	6775	146	165	26650	10650	B12.75/20	B12.75/20	Her RXC	6-4⅝x5¼	BL 70-7	A 7	No	Own F2A	2F	H	9.1	85.5	8x3x½	L
67	Pierce-Arrow	13S385	2	2500	160	200	13000	5750	B8.25/20	DB8.25/20	Own	8-3½x5	BL 334	U 4	No	Tim 56200	SF	R	5.28	33.5	7⅞x3½x⅛	C
68		12T361	2½	2200	150	200	12000	5625	B7.50/20	DB7.50/20	Her WXC2	6-4⅛x4½	Cl B102	U 4	Op	Tim 56200	SF	R	5.28	34.3	7⅞x3½x⅛	C
69		14T298	2½	2150	150	200	14000	5725	B8.25/20	DB8.25/20	Her WXB	6-3¾x4½	Cl B102	U 4	Op	Tim 56200	SF	R	6.16	64.0	7⅞x3½x⅛	C
70		15T361	2½	2300	180	200	15000	5800	B8.25/20	DB8.25/20	Her WXC2	6-4⅛x4½	Co RU48L	U 4	Op	Tim 58200	SF	R	5.57	34.4	7⅞x3½x⅛	C
71		18W361	3-4	3000	150	200	18000	6600	B9.00/20	DB9.00/20	Her WXC2 Spe	6-4⅛x4½	Co RU48L	U 4	Op	Tim 65720	WF	R	6.8	41.9	8½x3½x⅛	C
72		18R428	3-4	3600	150	200	19000	7850	B9.00/20	DB9.00/20	Her YXC	6-4¾x4¾	BL 534	U 4	Op	Tim 65720	WF	R	5.4	28.0	8½x3½x⅛	C
73		21R501	3½	3750	150	200	21000	7970	B9.75/20	DB9.75/20	Her RXB	6-4½x5¼	BL 534	U 4	Op	Tim 65720	WF	R	6.8	36.0	8½x3½x⅛	C
74		24X501	4-5	4200	150	200	24000	9250	B10.50/20	DB10.50/20	Her RXB	6-4½x5¼	Co TNU	U 4	Op	Tim 66720	WF	R	7.6	40.2	9¼x2½x⅛	C
75		24M611	4-5	5000	150	200	24000	10200	B10.50/20	DB10.50/20	Her GXA	6-4¾x5¾	Own618290	A 4	Op	Tim 66720	WF	R	7.6	39.9	9¼x2½x⅛	C
76		28X501	5½	4600	160	200	28000	10675	B10.50/24	DB10.50/24	Her RXB	6-4½x5¼	Co TNU	U 4	Op	Own 616743	WF	A	10	53	9¼x2½x⅛	C
77		28M611	5½	5400	160	200	28000	11600	B10.50/24	DB10.50/24	Her GXA	6-4¾x5¾	Own618290	A 4	Op	Own 616743	WF	A	10	52.5	9¼x2½x⅛	C
78		28Y479	5½	4400	160	200	28000	10675	B10.50/24	DB10.50/24	Her YXC3	6-4¾x4¾	Co TNU	U 4	Op	Own 616743	WF	A	10	53	9¼x2½x⅛	C
79		34K611	5½	(11)	170	200	34000	11675	B10.50/24	DS40x8	Her GXA	6-4¾x5¾	Own618290	A 4	Op	Own 616743	WF	A	8	42	10x3x⅛	C
80		(T) 75M779T	.....	6400	190	190	75000	12750	B10.50/24	DB10.50/24	Her HXA	6-5¼x6	Own618290	A 4	A	Own 616745	WF	A	9.9	51.9	9½x2½x⅛	C
81	Relay	15A	1	1400	131	162	8000	3800	P30x5	P30x5	Con 17E	6-3⅝x4	WG T9	U 4	No	Own 20B	2R	H	6.00	38.4	6x2½x⅛	C
82		S11	2	2030	142	162	11000	4700	P32x6	DP32x6	Bud H86	6-3½x4½	BL 20	U 4	No	Own 20B	2R	R	5.14	25.5	6x2½x⅛	P
83		40CC	2½	3275	168	192	14000	5950	P36x6	DP36x6	Bud DW6	6-3¾x5	Fu MGU14	U 4	No	Own 30	2R	R	6.45	91.8	6x3x⅛	P
84		50DC	3	4130	161	169	20000	7200	P36x6	DP40x8	Bud DW6	6-3¾x5	BL 51-5	U 5	No	Own 60	2R	R	7.88	58.5	7x3½x⅛	P
85		60DC	3½	4745	175	192	25000	7800	P38x7	DP40x8	Bud BA6	6-4½x5½	Fu VU-16	U 5	No	Own 60	2R	R	7.88	58.5	7x3½x⅛	P
86		100AC	5	6615	230	180	26000	10000	B9.00/24	DB9.00/24	Con 21R	6-4¾x4¾	Fu VU-16	U 5	No	Own 65	2R	R	7.88	58.5	8½x3½x⅛	P
87		230	5	6750	196	210	30000	11600	B10.50/24	DB10.50/24	Her GXA	6-4¾x5¾	BL 7312	U 4	3	Own 232	2R	R	8.7	89	11½x3x⅛	C
88		100B	7½	6900	220	180	32000	11200	B9.75/24	DB9.75/24	Bud GF6	6-4¾x6	BL 1714	U 4	No	Own 85AH	2R	R	7.04	49.7	8½x3½x⅛	T
89		240	7½	7900	174	240	40000	12900	B12.00/24	DB12.00/24	Her HXC	6-5¼x6	BL 7312	U 4	3	Own 245	2R	R	9.14	93	12½x3½x⅛	C
90	Reo	1A, (IC†)	1½	625	136	160	8000	2930	B6.00/20	P32x6	Own	4-3⅛x4½	Cla B-323	U 4	No	Cla B373	SF	H	5.6	36.9	7x2¾x½	C
91		1B, (ID†)	1½	745	140	164	8000	3100	B6.00/20	P32x6	Own	6-3½x5	Own	U 4	No	Own	SF	H	5.28	34.8	7x2¾x½	C
92		DFX Tonner	1½	1095	135	135	9000	3200	B6.00/20	DB6.00/20	Own	6-3½x5	Cla B-323	U 4	No	Own	S½	H	5.2	34.1	6⅛x3¼x⅛	C
93		FAX	2	1295	137	169	11000	3525	B6.50/20	DB6.50/20	Own	6-3¾x5	Own	U 4	No	Own	S½	H	5.2	34.3	6⅛x3½x⅛	C
94		FCX	2½	1645	152	142	13000	4025	P32x6	DP32x6	Own	6-3½x5	Own	U 4	No	Own	S½	H	5.7	37.	6⅛x3⅛x½	C
95		GD	3	2085	144	179	17000	4650	P32x6	DP32x6	Own	6-3½x5	Own	U 4	2	Own	SF	H	6.14	77.8	7x3¼x⅛	C
96		GCS	3	2375	210	210	17000	5320	P32x6	DP32x6	Own	6-3½x5	Own	U 4	Op	Own	SF	H	6.14	40.5	8x3¼x½	C
97		4H, 4J, 4K	4	2875	170	190	20000	6280	B8.25/20	DB9.00/20	Own	6-4½x4¾	Own	U 4	Op	Own	SF	H	6.14	40.5	10x3x¼	C
98	Schacht	10HA	2-3	1570	156	195	.....	4072	B7.00/20	B7.00/20	Con 16C	6-3⅜x4⅝	Fu Wo	U 4	No	Tim 53200H	BF	H	5.83	31.2	6x3x¼	P
99		20HA	2½-4	2185	160	207	.....	4783	B8.25/20	DB8.25/20	Her WXB	6-3¾x4½	Fu MLU	U 4	No	Tim 54200H	BF	H	6.06	38.5	6x3x¼	P
100		25H	3-4½	2595	146	213	.....	5750	B8.25/20	DB8.25/20	Her WXC	6-4x4½	Fu MGU	U 4	No	Tim 56200H	BF	R	6.02	39.2	7x3x¼	P
101		28HA	4-5½	3050	146	227	.....	6600	B9.75/20	DB9.75/20	Her WXC	6-4x4½	Fu MGU	U 4	No	Tim 58200H	BF	R	6.83	43.8	7x3x¼	P
102		30HA	4½-6	3295	146	227	.....	6800	B9.75/20	DB9.75/20	Her WXC	6-4x4½	Fu MGU	U 4	No	Wis 8837AL	2F	R	7.14	46.4	7x3x¼	P
103		35HA	5-7	3725	146	227	.....	7400	B9.75/20	DB9.75/20	Her WXC2	6-4⅛x4½	Fu MGU	U 4	No	Own 5787	2F	R	8.00	52.0	8½x3x⅛	P
104		40H	5-7	4295	154	235	.....	7600	B9.75/20	DB9.75/20	Her YXC	6-4¾x4¾	Fu VUOG	U 5	No	Own 5787	2F	R	7.07	49.1	8½x3x⅛	P
105		40HB	7-9	4695	154	235	.....	7750	B10.50/20	DB10.50/20	Her YXC	6-4¾x4¾	Fu VUOG	U 5	No	Wis 1567AL	2F	R	7.07	49.7	8½x3x⅛	P
106		66HA	8-11	5895	152	247	.....	9820	B10.50/24	DB10.50/24	Her RXC	6-4⅝x5¼	Fu VUOG	U 5	No	Wis 1567AL	2F	R	7.07	49.8	8½x3x⅛	P
107		(T) TR, HA	10	3645	148	174	.....	6250	B9.75/20	DB9.75/20	Her YXC3	6-4⅝x4¾	Fu VUOG	U 5	No	Tim 58200	BF	R	7.8	55.1	7x3x¼	P
108		(T) TRDA	10	3895	148	174	.....	6450	B9.75/20	DB9.75/20	Her YXC3	6-4⅝x4¾	Fu VUOG	U 5	No	Own 5787	2F	R	7.8	56.8	7x3x¼	P
109	Service—See Garford																					
110	Sterling	FB40	1½-2	995	142	162	.....	3450	B6.50/20	DB6.50/20	Con 25A	6-3½x4	Wa T9	U 4	No	Tim	BF	H	5.66	36.2	6x2⅝x⅛	C
111		FB45	2	1485	159	182	.....	4230	B6.50/20	DB6.50/20	Con 16C	6-3⅜x4⅝	Wa T9	U 4	No	Tim	BF	R	5.66	37.6	6x2⅝x¼	P
112		FB50	2-2½	1195	142	162	.....	3650	B7.00/20	DB7.00/20	Con 25A	6-3½x4	Wa T9	U 4	No	Tim	BF	H	5.66	36.2	6x2⅝x⅛	C
113		FB55	2-2½	1850	159	182	.....	4950	B7.00/20	DB7.00/20	Con 16C	6-3⅜x4⅝	BL 214	U 4	No	Tim	BF	R	5.83	37.3	6x2⅝x¼	P
114		FB65	2½	2450	174	204	.....	5550	B7.50/20	DB7.50/20	Wau 6MS	6-3¾x4¾	Own UC6	U 4	No	Tim	BF	R	6.16	39.1	10x3¼x¼	C
115		FB60	2½-3	1695	142	162	.....	4150	B7.00/20	DB7.00/20	Wau TL	6-3½x4¼	Wa T9	U 4	No	Tim	BF	H	5.83	37.3	6x2⅝x⅛	C
116		FB65 Spec	2½-3	2650	174	204	.....	5755	B7 50/20	B7.50/20	Wau ML	6-4x4¾	Own UC7	U 5	No	Tim	BF	R	7.4	52.7	10x3¼x¼	C
117		FB80	3-4	3080	174	204	.....	6480	B8.25/20	DB8.25/20	Wau 6MS	6-3¾x4¾	Own UC6	U 4	Op	Tim	BF	R	7.80	49.5	10x3¼x¼	C
118		FD80	3-4	3275	174	204	.....	6680	B8.25/20	DB8.25/20	Wau 6ML	6-4x4¾	Own UC7	U 5	Op	Wis	2F	R	7.8	55.3	10x3¼x¼	C
119		FB80 Spec	3½-4	3275	174	204	.....	6680	B8.25/20	B8.25/20	Wau ML	6-4x4¾	Own UC7	U 5	No	Tim	BF	R	7.8	55.6	10x3¼x¼	C
120		FC90	4	4200	174	204	.....	7480	B9.00/20	DB9.00/20	Wau 6MK	6-4⅛x4¾	Own UC7	U 5	Op	Own	CD	R	8.66	61.7	10x3¼x¼	C
121		FD90	4	3550	174	204	.....	7480	B9.00/20	B9.00/20	Wau MK	6-4½x4¾	Own UC7	U 5	No	Wis	2F	R	8.0	57.0	10x3¼x¼	C
122		FW97, FD97	4-5	4225	192	222	.....	7955	P36x8	DP36x8	Wau 6MK	6-4½x4¾	Own UC2	U 4	Op	Tim	w/2	R	7.75	51.6	12x3¼x¼	C
123	cont'd FW978, FD978		4-5	4490	192	222	.....	8200	P36x8	DP36x8	Wau 6SRL	6-4⅜x5½	Own UC2	U 4	Op	Tim	w/2	R	7.75	51.6	12x3¼x¼	C

	ENGINE DETAILS								MAIN BEARINGS				FUEL SYST.		ELECTRICAL					FRONT AXLE		BRAKES				BODY MOUNTING DATA			SPRINGS		
Line Number	Piston Displacement	Compression Ratio	Torque lb. ft.	N.A.C.C. Rated H.P.	Max. Brake H.P. at R.P.M. Given	Valve Arrangement	Camshaft Drive	Piston Material	Number and Diameter	Length	Oiling System Type	Governor Make	Carburetors Make	Fuel Feed	Ignition System Make	Generator, Starter Make	Clutch Type and Make	Radiator Make	Universals Make	Make and Model	Steering Gear Make	SERVICE: Make, Location Type, Operation	SERVICE: Lining Area	SERVICE: Drum Material	Hand Type, Location	Cab to Rear of Frame	Cab to Rear Axle	Width of Frame	Front	Rear	Auxiliary Type
1	380	4.2	231	40.8	89-2400	H	C	C	7-2¾	13 1/16	FP	No	Zen	G	DR	DR	D.BL	Pe	Spi	Tim 35000H	Ros	L4IH	768	G	TD	Opt	Opt	34	40x2½	56x3	½
2	424	4.2	238	45.9	97-2400	H	C	C	7-2¾	13 1/16	FP	No	Zen	G	DR	DR	D.BL	Pe	Spi	Tim 16702H	Ros	L4IH	768	G	TD	Opt	Opt	34	40x2½	56x3½	½
3	248	4.4	150	27.3	65-2800	L	C	C	7-2⅜	10 1/32	PC	No	Str	M	DR	DR	D.BL	Ch	Spi	Tim 30000H	Ros	L4IH	275	C	TX	96	58	34	37½x2¼	49¼x2½	N
4	248	4.4	150	27.3	65-2800	L	C	C	7-2⅜	10 1/32	PC	No	Str	M	DR	DR	D.BL	Ch	Spi	Tim 30000H	Ros	L4IH	275	C	TX	128	81	34	37½x2¼	50x2½	N
5	248	4.4	150	27.3	65-2800	L	C	C	7-2⅜	10 1/32	PC	No	Str	M	DR	DR	D.BL	Ch	Spi	Tim 31000H	Ros	L4IH	293	C	TX	128	81	34	37½x2¼	50x2½	½
6	315	4.6	200	33.7	72-2500	L	G	C	7-2⅝	12⅜	PC	No	Str	M	DR	DR	D.BL	Ch	Spi	Tim 33000H	Ros	L4IH	345	C	TX	128	81	34	37½x2¼	50½x2½	½
7	381	4.4	242	40.8	85-2500	L	G	C	7-2⅝	12½	PC	No	Str	M	DR	DR	D.BL	Ch	Spi	Tim 35000H	Ros	L4IHV	385	C	CD	128	81	34	39x2½	53x3	½
8	462	4.5	300	45.9	98-2000	L	G	A	7-3	13⅞	PC	Wa	Str	M	DR	DR	D.Fu	Ch	Spi	Tim 35000H	Ros	L4IHV	385	C	CD	128	81	34	39x2½	53x3	½
9	462	4.5	300	45.9	98-2000	L	G	A	7-3	13⅞	PC	Wa	Str	M	DR	DR	D.Fu	Ch	Spi	Tim 35000H	Ros	L4IHV	485	C	RI	128	81	34	39x2½	53x3	½
10	298	4.7	188	33.7	83-2800	L	G	C	7-3	9⅞	FP	Ha	Str	M	DR	DR	P.BL	Pe	Spi	Tim 31000H	Ros	L4IH	293	a	TD	114	72½	32	42x2½	54x2½	½
11	298	4.7	188	33.7	83-2800	L	G	C	7-3	9⅞	FP	Ha	Str	M	DR	DR	P.BL	Pe	Spi	Tim 14703H	Ros	L4IHV	343	a	TD	114	72½	32	42x2½	54x2½	½
12	331	4.5	200	33.7	73-2100	L	G	C	4-2½	9	FP	Bu	Str	V	DR	DR	D.BL	Pe	Spi	Tim 35020H	Ros	L4IHV	412	a	FD	107½	70	32	42x2½	54x3	½
13	411	4.5	272	40.8	103-2100	L	G	C	4-2½	9⅞	FP	Ha	Str	M	DR	DR	D.BL	Pe	Spi	Tim 35020H	Ros	L4IHV	412	a	TD	104½	68	32	42x2½	54x3	½
14	411	4.5	272	40.8	103-2100	L	G	C	4-2½	9⅞	FP	Ha	Str	M	DR	DR	D.BL	Pe	Spi	Tim 35020H	Ros	L4IHV	527	a	TD	104½	68	32	42x2½	54x3	½
15	479	4.5	318	51.2	102-2000	L	G	C	7-3	14	PC	Ha	Zen	M	DR	DR	D.BL	Pe	Spi	Tim26450TW	Ros	Ws4IA	618	a	TD	144	95	33	42x3	58x3	½
16	479	4.5	318	51.2	102-2000	L	G	C	7-3	14	PC	Ha	Zen	M	DR	DR	D.BL	Pe	Spi	Tim26450TW	Ros	Ws4IA	623	a	TD	144	95	33	42x3	58x3	½
17	248	5.1	145	25.4	61-2600	L	G	C	7-2⅝	11 13/16	FP	Ha	Str	V	NE	NE	D.Ow	Ow	Spi	Own BL	Ge	L4IH	302	P	FX	109	64 1/16	33 3/16	40⅞x2½	52¾x2½	N
18	309	4.7	183	31.5	75-2500	L	G	C	7-2⅝	11 13/16	FP	Ha	Str	V	NE	NE	D.Ow	Ow	Spi	Own BG	Own	O4IMV	427	a	FX	96	54½	33 3/16	42x2½	54x3	N
19	309	4.7	183	31.5	75-2500	L	G	C	7-2⅝	11 13/16	FP	Ha	Str	V	NE	NE	P.Ow	Ow	Spi	Own BG	Ha	O4IMV	427	a	FD	132	84½	33 3/16	44x2½	54x3	½
20	283	4.4	176	28.9	63-2100	L	G	C	3-3	8 1/32	PS	Ow	Str	V	NE	NE	D.Ow	Ow	Spi	Own AB	Own	O4IMV	471	a	FX	120	73	33¼	42¼x3	48x3	N
21	283	4.4	176	28.9	63-2100	L	G	C	3-3	8 1/32	PS	Ow	Str	V	NE	NE	D.Ow	Ow	Spi	Own AB	Own	O4IMV	471	a	FX	120	73	33¼	42¼x3	56⅛x3½	N
22	309	4.7	183	31.5	75-2500	L	G	C	7-2⅝	11 13/16	FP	Ha	Str	V	NE	NE	D.Ow	Ow	Spi	Own AB	Own	O4IMV	471	a	FX	120	73	33¼	42¼x3	48x3	N
23	309	4.7	183	31.5	75-2500	L	G	C	7-2⅝	11 13/16	FP	Ha	Str	V	NE	NE	D.Ow	Ow	Spi	Own AB	Own	O4IMV	471	a	FX	120	73	33¼	42¼x3	56⅛x3½	N
24	414	4.5	261	38.4	94-2400	L	G	C	7-3	13 5/16	FP	Ha	Str	V	RB	NE	P.Ow	Ow	Spi	Own BM	Ha	O4IMV	427	a	FX	156	108½	33¼	44x2½	54x3½	½
25	414	4.5	261	38.4	94-2400	L	G	C	7-3	13 5/16	FP	Ha	Str	V	RB	NE	P.Ow	Ow	Spi	Own BC	Own	O4IMV	610	a	FX	120	73	33¼	43¾x3	56⅛x3½	N
26	414	4.5	261	38.4	94-2400	L	G	C	7-3	13 5/16	FP	Ha	Str	V	RB	NE	P.Ow	Ow	Spi	Own BC	Ha	O4IMV	590	a	JX	120	73	33⅜	43¾x3	54x3	N
27	525	4.8	350	48.6	125-2300	L	G	C	4-3½	11 5/16	PS	Ow	Str	V	RB	LN	P.Ow	Ow	Cle	Own AK	Own	O4IMV	618	a	FD	120	79	33¼	50x3½	59 5/16x4	¼
28	471	3.9	320	40	75-1800	L	G	C	3-3	10 13/16	PS	Ow	Str	V	RB	....	P.Ow	Ow	Spi	Own AK	Own	O4IMV	492	a	JX	132	93 5/16	37½	48x3½	52x4	½
29	471	3.9	320	40	75-1800	L	G	C	3-3	10 13/16	PS	Ow	Str	V	RB	....	P.Ow	Ow	Spi	Own AK	Own	O4IMV	492	a	FX	132	93 5/16	37½	48x3½	56x4	½
30	525	4.8	350	48.6	125-2300	L	G	C	4-3½	11 5/16	PS	Ow	Str	V	RB	LN	P.Ow	Ow	Spi	Own AK	Ha	O4IMV	561	a	FD	132	93	37⅝	47 5/16x3½	58⅛x4	¼
31	471	3.9	320	40	75-1800	L	G	C	3-3	10 13/16	PS	Ow	Str	G	RB	....	P.Ow	Ow	Spi	Own AC	Own	OJXM	194	C	2I	156	104	37½	46x3½	52x4	½
32	525	4.8	350	48.6	125-2300	L	G	C	4-3½	11 5/16	PS	Ow	Str	V	RB	LN	P.Ow	Ow	Spi	Own AK	Ha	O4IMV	755	C	JX	156	105	37½	48x3½	52x4	½
33	706	4.8	427	60.	138-1900	L	G	S	4-3 1/16	11 5/16	PS	Ow	Str	V	RB	LN	P.Ow	Ow	Spi	Own AC	Own	O2IMV	284	C	JX	180	108⅞	37½	46 1/16x3½	52x4	½
34	383	4.7	...	43.3	92-2400	L	G	C	7-2⅝	13¼	PC	Ha	Zen	M	DR	DR	D.Fu	Yo	Blo	Own 1	Ros	W2/4IA	812	a	FD	Opt	Opt	34	40x3	50x3	O
35	480	4.4	...	51.2	103-2200	L	G	C	7-3	15	PC	Ha	Zen	M	DR	DR	D.Fu	Yo	Blo	Own 2	Ros	W2/4IA	918	a	FD	Opt	Opt	34	44x3	54x3½	O
36	529	4.9	...	51.2	115-2200	L	G	C	7-3	15	PC	Ha	Zen	M	DR	DR	D.Fu	Yo	Blo	Own 3	Ros	W2/4IA	918	a	FD	Opt	Opt	34	44x3	54x3½	O
37	707	4.5	...	60.0	150-2000	L	G	A	7-3½	17	PC	No	Zen	M	DR	DR	dp.BL	Yo	Blo	Own 3A	Ros	Ws2/4IA	974	a	2FD	Opt	Opt	34	52x4	54x4	O
38	855	4.5	...	72.6	180-2000	L	G	A	7-3½	17	PC	No	Zen	M	DR	DR	dp.BL	Yo	Blo	Own 4	Ros	Ws2/4IA	974	a	2FD	Opt	Opt	34	52x4	54x4	O
39	248	5.0	144	27.3	70-3200	L	C	C	7-2⅜	10 1/32	PC	No	Zen	M	AL	AL	P.BL	Lo	Cle	Tim 30000H	Ros	L4IH	270	a	TD	132	78	34	40x2½	54x3	½
40	248	5.0	144	27.3	70-3200	L	C	C	7-2⅜	10 1/32	PC	No	Zen	M	AL	AL	P.BL	Lo	Cle	Tim 31000H	Ros	L4IH	315	a	TD	132	78	34	40x2½	54x3	½
41	339	4.7	212	38.4	76-2400	L	G	C	7-2⅝	13¼	PC	No	Zen	M	AL	AL	P.BL	Lo	Cle	Tim 33020H	Ros	L4IH	374	a	TD	156	101	34	40x2½	54x3	½
42	339	4.7	212	38.4	76-2400	L	G	C	7-2⅝	13¼	PC	No	Zen	M	AL	AL	P.BL	Lo	Cle	Tim 33020H	Ros	L4IH	405	a	TD	156	101	34	40x2½	54x3	½
43	383	4.4	262	43.3	92-2400	L	G	A	7-2⅝	13¼	PC	No	Zen	M	AL	AL	P.BL	Lo	Cle	Tim 33020H	Ros	L4IH	405	a	FD	156	99⅝	34	41½x2½	54x3	½
44	383	4.4	262	43.3	92-2400	L	G	A	7-2⅝	13¼	PC	No	Zen	M	AL	AL	P.BL	Lo	Cle	Tim 35120H	Ros	L4IH	494	a	FD	156	99⅝	34	40x2½	54x3½	½
45	501	4.9	330	48.6	110-2200	L	G	A	7-3	12½	PC	Mo	Zen	M	AL	AL	P.BL	Lo	Cle	Tim26450TW	Ros	Ws4IA	620	a	FD	168	112¼	34	42x3	56x3½	½
46	222	4.9	142	27.3	68-2600	L	G	A	4-2⅜	7⅝	FP	Ha	Zen	M	AL	AL	P.BL	Mo	Pet	Tim 11703H	Ros	L4IH	229	P	ID	108	72	34	40x2½	50x3	N
47	255	5.1	170	27.3	68-2600	L	G	A	4-2⅜	7⅝	FP	Ha	Zen	M	AL	AL	P.BL	Mo	Pet	Tim 12703H	Ros	L4IH	240	G	ID	120	84	34	40x2½	50x3	½
48	381	4.6	240	45.9	100-2400	L	G	A	7-3	13⅞	FP	Wa	Zen	M	AL	AL	P.BL	Mo	Pet	Tim 14703H	Ros	L4IH	400	G	ID	132	96	34	40x2½	50x3	½
49	462	4.6	300	45.9	100-2400	L	G	A	7-3	13⅞	FP	Wa	Zen	M	AL	AL	D.BL	Mo	Pet	Tim 15733	Ros	L4IH	520	G	ID	132	96	34	40x3	50x3	½
50	517	4.5	335	48.6	110-2400	L	G	A	7-3	13⅞	FP	Wa	Zen	M	AL	AL	D.BL	Mo	Pet	Tim 17300	Ros	L4IH	615	G	ID	132	96	34	40x3	50x4	½
51	420	5.2	310	45	140-2800	L	G	C	5-2⅝	12	FP	Ha	Zen	M	AL	AL	D.BL	Mo	Pet	Tim 26450H	Ros	L4IH	690	G	ID	180	120	33	44x3	56x4	½
52	251	3.8	155	25.6	46-2000	L	G	C	3-2	9¾	PC	No	Zen	V	AL	AL	D.Fu	Yo	Blo	Shu 310	Ros	W2IM	465	G	2I	84	49	33¾	36x2½	54x3	N
53	251	3.8	155	25.6	46-2000	L	G	C	3-2	9¾	PC	No	Zen	V	AL	AL	D.Fu	Yo	Blo	Shu 5510	Ros	W2IM	465	G	2I	84	49	33¾	40x2½	54x3	½
54	298	4.7	190	33.7	66-2400	L	G	C	7-2⅝	13¼	PC	No	Zen	M	AL	AL	D.Fu	Yo	Blo	Shu 5429	Ros	L4IH	406	G	TD	84	53½	31	40x2½	54x3	½
55	283	4.2	185	28.9	56-2000	L	G	C	3-2	9¾	PC	No	Zen	V	AL	AL	D.Fu	Yo	Blo	Shu 5510	Ros	W2IM	465	G	2I	85	53	33¾	40x2½	54x3	½
56	298	4.7	190	33.7	66-2400	L	G	C	7-2⅝	13¼	PC	No	Zen	V	AL	AL	D.Fu	Yo	Blo	Shu 5510	Ros	W2IM	465	G	2I	85	53	33¾	40x2½	54x3	½
57	298	4.7	190	33.7	66-2400	L	G	C	7-2⅝	13¼	PC	No	Zen	M	AL	AL	D.Fu	Yo	Blo	Shu 5532	Ros	L4IH	406	G	TD	88	57½	31	40x2½	54x3	½
58	339	4.7	225	38.4	73-2000	L	G	B	7-2⅝	13¼	PC	No	Zen	M	AL	AL	D.Fu	Yo	Blo	Shu 5532	Ros	L4IH	498	G	TD	108	74	31	40x2½	54x3	½
59	282	...	176	33.7	72-2500	L	G	C	7-2½	10 13/16	PC	Ha	Str	M	RB	LN	D.BL	Mo	Blo	Own LB	Ros	O4XM	142	a	2I	113¼	83⅞	34	44x2½	50x3	N
60	339	4.7	210	38.4	70-2000	L	G	C	7-2⅝	13¼	PC	Ha	Str	M	RB	LN	D.BL	Mo	Blo	Own LC	Ros	O4XM	142	a	2I	113¼	83⅞	34	44x2½	50x3	½
61	360	4.7	230	40.8	73-2000	L	G	C	7-2⅝	13¼	PC	Ha	Zen	M	RB	RB	D.BL	Mo	Blo	Own H2A	Ros	O4XM	142	a	2I	113¼	83⅞	34	44x2½	50x3	½
62	428	4.4	278	45.9	90-2000	L	G	C	7-3	15	PC	Ha	Zen	M	RB	LN	D.BL	Mo	Blo	Own H2B	Ros	O4XM	142	a	2I	113¼	83⅞	34	44x2½	50x3	½
63	501	4.9	330	48.6	106-2000	L	G	C	7-3	15	PC	Ha	Zen	M	NE	LN	D.BL	Mo	Blo	Own H2C	Ros	O4XM	142	a	2I	113¼	83⅞	34	44x2½	50x3.	½
64	501	4.9	330	48.6	106-2000	L	G	A	7-3	15	PC	Ha	Zen	M	NE	LN	D.BL	Mo	Blo	Own Y2D	Ros	O4XM	170	a	2I	113¼	83⅞	34	44x2½	50x3	½
65	529	4.9	350	51.2	112-2000	L	G	A	7-3	15	PC	Ha	Zen	M	RB	LN	D.BL	Mo	Blo	Own FHX	Ros	O4XM	170	a	2I	113¼	83⅞	34	44x2½	50x3	½
66	529	4.9	350	51.2	112-2000	L	G	A	7-3	15	PC	Ha	Zen	M	RB	LN	D.BL	Mo	Blo	Own F2A	Ros	B4IMV	666	a	TX	113¼	83⅞	34	44x3	50x4	½
67	385	5.0	274	39.2	125-2800	L	C	S	9-2⅝	14⅛	CC	Ha	Str	M	DR	DR	P.Lo	Lo	Cle	Tim 14706	Ha	B4IM	399	D	CD	116¾	62½	34	38x2½	56x3	½
68	361	4.7	229	40.3	77-2400	L	G	C	7-2⅝	13¼	PC	Ha	Zen	M	DR	DR	P.Lo	Lo	Cle	Tim 14706	Ha	B4IM	399	D	TD	113½	59½	34	38x2½	56x3	½
69	298	4.7	190	33.7	70-2600	L	G	C	7-2⅝	13¼	PC	Ha	Zen	M	DR	DR	P.Lo	Lo	Cle	Tim 14706	Ha	B4IM	399	D	TD	113½	59½	34	38x2½	56x3	½
70	361	4.7	229	40.3	77-2400	L	G	C	7-2⅝	13¼	PC	Ha	Zen	M	DR	DR	P.Lo	Lo	Cle	Tim 14706	Ha	B4IM	399	D	CD	143½	89½	34	38x2½	56x3	½
71	361	4.7	229	40.3	77-2400	L	G	C	7-2⅝	13¼	PC	Ha	Zen	M	DR	DR	P.Lo	Lo	Cle	Tim 15733	Ha	B4IA	473	D	CD	119½	65	34	41x2½	56x3	½
72	428	4.6	280	46.	94-2200	L	G	A	7-3	15	PC	Ha	Zen	M	DR	DR	P.Lo	Lo	Cle	Tim 15733	Ha	B4IA	473	D	CD	118¼	63¾	34	41x2½	56x3	½
73	501	4.6	330	48.6	110-2200	L	G	A	7-3	12½	PC	Ha	Zen	M	DR	DR	P.Lo	Lo	Cle	Tim 15733	Ha	B4IA	473	D	CD	118¼	63¾	34	41x2½	56x3	½
74	501	4.6	330	48.6	110-2200	L	G	A	7-3	12½	PC	Ha	Zen	M	DR	DR	P.Lo	Lo	Cle	Tim 26050	Ha	T4IA	618	D	CD	132¾	78¼	34	41x3	56x3½	½
75	611	4.5	410	54.1	130-2000	L	G	A	7-3½	16⅝	PC	Ha	Str	M	DR	DR	P.Lo	Lo	Spi	Tim 26050	Ros	T4IA	618	D	TX	117	62½	34	41x3	56x3½	½
76	501	4.6	330	48.6	110-2200	L	G	A	7-3	12½	PC	Ha	Zen	M	DR	DR	P.Lo	Lo	Cle	Tim 26050	Ha	TO4IA	720	D	CD	132¾	78¼	34	41x3	56x4	½
77	611	4.5	410	54.1	130-2000	L	G	A	7-3½	16⅝	PC	Ha	Str	M	DR	DR	P.Lo	Lo	Spi	Tim 26050	Ros	TO4IA	720	D	TX	127	72½	34	41x3	56x4	½
78	479	4.6	318	51.3	104-2200	L	G	A	7-3	15	PC	Ha	Zen	M	DR	DR	P.Lo	Lo	Cle	Tim 26050	Ha	TO4IA	720	D	CD	132¾	78¼	34	41x3	56x4	½
79	611	4.5	410	54.1	130-2000	L	G	A	7-3½	16⅝	PC	Ha	Str	M	DR	DR	P.Lo	Lo	Spi	Tim 27050	Ros	TO4IA	720	D	TX	137¾	82½	34	41x3	56x4	½
80	779	4.5	510	66.1	150-1800	L	G	A	7-3½	16⅝	PC	Ha	Str	M	DR	DR	P.Lo	Lo	Spi	Tim 27050	Ros	TO4IA	720	D	TX	137	102½	34	41x3	56x4	½
81	214	5.0	132	27.3	52-2200	L	G	A	7-2⅛	9 13/16	PC	No	Str	V	AL	AL	P.BB	Lo	Blo	Col 5540	Ha	L4IH	297	aP	FX	106¾	63	34	36x2¼	48x2½	N
82	241	4.5	143	27.3	53-2200	L	G	C	4-2⅜	8	PC	No	Zen	V	AL	AL	P.BL	Lo	Blo	Col 5530	Ha	L4IH	297	aP	FX	133½	83	34	36x2¼	48x2½	½
83	331	4.5	202	33.7	64-2100	L	G	C	4-2½	9	PC	No	Zen	V	AL	AL	D.Fu	Lo	Blo	Tim 35000H	Ha	L4IH	394	aP	FX	144	90	34	40x2¼	50x3	½
84	331	4.5	202	33.7	64-2100	L	G	C	4-2½	9	PC	No	Zen	V	AL	AL	D.BL	Lo	Blo	Tim 35000H	Ha	L4IH	584	aP	FX	144	82	34	40x2¼	54x3	½
85	411	4.5	270	40.8	83-2100	L	G	C	4-2½	9⅞	PC	Bu	Zen	V	AL	AL	Fu	Lo	Blo	Tim 35000H	Ha	L4IH	584	aP	FX	156	97½	34	42x2½	54x3	½
86	420	4.2	268	45.9	100-2200	L	C	C	7-2¾	12 13/16	PC	No	Str	V	AL	AL	D.Fu	Lo	Blo	Tim 1660W	Ha	4IA	447	aP	FX	216	148	34	42x3	60x4	½
87	611	4.5	400	54.	126-2000	L	G	A	7-3½	16⅝	PC	Mo	Zen	M	AL	LN	P.Lo	Mo	Spi	Shu 1677-1	Ros	L4IHV	529	DP	FX	168	104½	34	44x3½	56x4	½
88	638	4.3	415	54.1	118-1850	L	G	C	4-3	10 1/16	PC	Ha	Zen	M	AL	LN	P.BL	Mo	Blo	Tim 27450	Ha	L4IH	480	DP	FX	192	134	34	42x3	56x4	½
89	779	4.5	510	66.1	164-2000	L	G	A	7-3½	16⅝	PC	Mo	Zen	M	AL	LN	P.Lo	Mo	Spi	Shu 1679-2	Ros	C4IA	637	DP	FX	126	82½	34	44x3½	56x5	½
90	205	4.8	136	23.3	51-2500	L	G	B	5-3 5/16	8 5/16	FP	No	Zen	M	DR	DR	P.Lo	Pe	Cle	Own	Ros	L4IH	246	P	TX	102 1/16	60	34	40x2	50x2½	O
91	230	5.3	152	23.4	68-2800	L	C	A	7-2½	12	CC	No	Zen	M	DR	DR	P.Lo	Ow	Cle	Own	Ros	L4IH	246	P	TX	102	60	34	40x2	50x2½	O
92	268	5.3	170	27.3	85-3200	L	C	A	7-2 5/16	12	CC	No	Sch	V	DR	DR	dp.Lo	Ow	Cle	Own	Ros	L4IH	280	P	TX	97 11/16	52	40 3/16	38x2	50x2½	O
93	268	4.7	160	27.3	70-2800	L	C	A	7-2 5/16	12	CC	No	Sch	V	DR	DR	P.BL	Ow	Cle	Own	Ros	L4IH	289	P	TX	97 11/16	52	40 3/16	38x2¼	50x2½	O
94	268	4.7	160	27.3	70-2800	L	C	A	7-2 5/16	12	CC	No	Sch	V	DR	DR	P.BL	Mc	Cle	Own	Ros	L4IH	289	P	TX	111 11/16	67	40⅝	38x2¼	50x2½	O
95	268	4.7	160	27.3	70-2800	L	C	A	7-2 5/16	12	CC	No	Sch	V	DR	DR	P.BL	Mc	Cle	Own	Ros	L4IH	344	P	TX	86⅛	59	40½	38x2½	50x3	O
96	268	4.7	160	27.3	70-2800	L	C	A	7-2 5/16	12	CC	No	Sch	V	DR	DR	P.BL	Mc	Cle	Own	Ros	L4IH	344	P	TX	.....	.....	40½	38x2½	54x3	O
97	381	4.9	245	40.8	101-2600	L	G	B	7-3	12⅞	FP	No	Sch	M	DR	DR	dp.Lo	Mc	Cle	Own	Ros	L4IHV	390	a	FD	143	83	34	44x3	56x3½	½
98	248	5.1	150	27.3	65-2600	L	G	C	7-2⅝	10⅜	FP	No	Zen	G	DR	DR	P.BB	Yo	Spi	Tim 30000H	Ros	L4IH	380	G	TX	Opt	Opt	31½	40x2½	50x3	½
99	298	4.7	192	33.7	66-2200	L	G	C	7-2⅝	13¼	PC	No	Zen	G	AL	AL	D.BB	Yo	Spi	Tim 12703H	Ros	L4IHV	452	G	TX	Opt	Opt	31½	40x2½	50x3	½
100	339	4.7	225	38.4	73-2200	L	G	C	7-2⅝	13¼	PC	Mo	Zen	G	AL	AL	D.Fu	Yo	Spi	Tim 33020H	Ros	L4IHV	578	G	TX	Opt	Opt	31½	40x2½	50x3	½
101	339	4.7	225	38.4	73-2200	L	G	C	7-2⅝	13¼	PC	Mo	Zen	G	AL	AL	D.Fu	Yo	Spi	Tim 33020H	Ros	L4IHV	658	G	TX	Opt	Opt	31½	40x2½	50x3	½
102	339	4.7	225	38.4	73-2200	L	G	C	7-2⅝	13¼	PC	Mo	Zen	G	AL	AL	D.Fu	Yo	Spi	Tim 33020H	Ros	L4IHV	658	G	TX	Opt	Opt	31½	40x2½	50x3	½
103	360	4.7	238	40.3	80-2200	L	G	C	7-2⅝	13¼	PC	Mo	Zen	G	AL	AL	D.Fu	Yo	Spi	Shu 5572	Ros	L4IHV	768	H	TD	Opt	Opt	31½	40x2½	50x3	½
104	428	4.4	280	45.9	93-2200	L	G	C	7-3	15	PC	Mo	Zen	G	AL	AL	D.Fu	Yo	Spi	Shu 5572	Ros	L4IH	768	H	TD	Opt	Opt	31½	40x2½	50x3	½
105	428	4.4	280	45.9	93-2200	L	G	C	7-3	15	PC	Mo	Zen	G	AL	AL	D.Fu	Yo	Spi	Shu 637	Ros	L4IHV	893	G	TD	Opt	Opt	31½	40x2½	50x3	½
106	528	4.9	355	51.2	115-2200	L	G	C	7-3	15	PC	Mo	Zen	G	AL	AL	D.Fu	Yo	Spi	Shu 638	Own	Ws4IA	847	G	TD	Opt	Opt	31½	42x3	60x3½	½
107	478	4.4	318	51.2	103-2200	L	G	C	7-3	15	PC	Mo	Zen	G	AL	AL	D.Fu	Yo	Spi	Tim 14703	Ros	L4IH	768	G	TD	Opt	Opt	31½	40x2½	50x3	½
108	478	4.4	318	51.2	103-2200	L	G	C	7-3	15	PC	Mo	Zen	G	AL	AL	D.Fu	Yo	Spi	Tim 14703	Ros	L4IH	893	H	TD	Opt	Opt	31½	40x2½	50x3	½
109																															
110	214	5.0	137	28.0	72-3300	L	C	A	4-2⅜	6⅜	CC	....	Zen	M	DR	DR	P.Lo	Pe	Spi	Tim	Ros	L4IH	269	P	TX	96	57	34	38x2¼	50x2½	N
111	248	5.0	160	28.0	70-3000	L	C	C	7-2⅜	9 5/16	CC	....	Zen	M	DR	DR	P.BB	Pe	Spi	Tim	Ros	L4IH	269	P	TX	120	76	34	42x2½	54x2½	½
112	214	5.0	137	28.0	72-3300	L	C	A	4-2⅜	6⅜	CC	....	Zen	M	DR	DR	P.Lo	Pe	Spi	Tim	Ros	L4IH	269	P	TX	96	57	34	38x2¼	50x2½	½
113	248	5.0	160	28.0	70-3000	L	C	C	7-2⅜	9 5/16	CC	....	Zen	M	DR	DR	D.BL	Pe	Spi	Tim	Ros	L4IHV	282	a	TX	120	76	34	42x2½	54x3	½
114	315	4.6	200	33.7	72-2500	L	G	C	7-2⅝	12½	CC	Ha	Zen	M	DR	DR	D.Own	Mo	Spi	Tim	Ros	L4IHV	330	a	TX	144	91	34	42x2½	54x3	½
115	255	5.0	175	28.0	68-2600	L	G	C	4-2⅜	7⅝	CC	....	Zen	M	DR	DR	P.Lo	Pe	Spi	Tim	Ros	L4IH	282	P	TX	96	57	34	38x2¼	50x2½	½
116	358	4.4	230	38.4	80-2500	L	G	C	7-2⅝	12½	CC	Ha	Zen	M	DR	DR	D.Own	Mo	Spi	Tim	Ros	L4IH	330	a	CX	144	91	34	42x2½	54x3	½
117	315	4.6	200	33.7	72-2500	L	G	C	7-2⅝	12½	CC	Ha	Zen	M	DR	DR	D.Own	Mo	Spi	Tim	Ha	L4IHV	392	a	TX	144	91	34	42x2½	54x3	½
118	358	4.4	230	38.4	80-2500	L	G	C	7-2⅝	12½	CC	Ha	Zen	M	DR	DR	D.Own	Mo	Spi	Tim	Ha	L4IHV	396	a	CX	144	91	34	42x2½	54x3	½
119	358	4.4	230	38.4	80-2500	L	G	C	7-2⅝	12½	CC	Ha	Zen	M	DR	DR	D.Own	Mo	Spi	Tim	Ha	L4IH	392	a	CX	144	91	34	42x2½	54x3	½
120	381	4.4	240	40.8	85-2500	L	G	C	7-2⅝	12½	CC	Ha	Zen	M	DR	DR	D.Own	Mo	Spi	Tim	Ha	O2IMV	466	s	JX	144	91	34	42x2½	54x3	½
121	381	4.4	240	40.8	85-2500	L	G	C	7-2⅝	12½	CC	Ha	Zen	M	DR	DR	D.Own	Mo	Spi	Tim	Ha	L4IH	397	a	CX	144	91	34	42x2½	54x3	½
122	381	4.4	240	40.8	85-2500	L	G	C	7-2⅝	12½	CC	Ha	Zen	M	DR	DR	D.Own	Mo	Spi	Tim	Ros	L4IHV	664	a	CX	172	108	34	48x3	54x3	½
123	462	4.5	300	45.9	102-2400	L	G	C	7-3	13⅞	CC	Ha	Zen	M	DR	DR	D.Own	Mo	Spi	Tim	Ros	L4IHV	664	a	CX	172	108	34	48x3	54x3	½

Line Number	MAKE AND MODEL	Wheels Driven—6-Wheelers	GENERAL (See Keynote) Tonnage Rating	Chassis Price	Standard Wheelbase	Max. W. B. Furnished	Gross Vehicle Weight	Chassis Wt. (Stripped)	TIRE SIZE Front	Rear	MAJOR UNITS ENGINE Make and Model	ENGINE No. of Cylinders Bore and Stroke	TRANSMISSION Make and Model	TRANSMISSION Location and Forward Speeds	TRANSMISSION Aux. Location and Speeds	REAR AXLE Make and Model	REAR AXLE Gear and Type	REAR AXLE Drive and Torque	REAR AXLE GEAR RATIOS In High	REAR AXLE GEAR RATIOS In Low	FRAME Side Rail Dimensions	FRAME Type
1	Sterling	FC100	5–5½	4950	192	222		7750	P36x8	DP36x8	Wau 6MK	6–4½x4¾	Own UC2	U 4	Op	Own	CD	R	9.3	61.2	12x3¼x¼	C
2	(conc'd)	FC105	5½	5150	192	222		8000	B9.00/20	DB9.00/20	Wau 6SRS	6–4½x5½	Own UC	U 5	Op	Own	CD	R	8.66	61.7	12x3¼x¼	C
3		FW115, FD115	5–6	4805	192	222		8750	P40x8	DP40x8	Wau 6SRL	6–4½x5½	Own UC2	U 4	Op	Tim	w/2	R	8.20	54.6	12x3¼x¼	C
4		FC107	5–6	5200	192	222		8200	P36x8	DP36x8	Wau 6SRL	6–4½x5½	Own UC2	U 4	Op	Own	CD	R	8.20	54.6	12x3¼x¼	C
5		FC120	6–7	5350	192	222		8550	P40x8	DP40x8	Wau 6MK	6–4½x4¾	Own UC2	U 4	Op	Own	CD	R	9.3	62.2	12x3¼x¼	C
6		FC120S	7½	5650	192	222		8400	B9.75/20	DB9.75/20	Wau 6SRL	6–4½x5½	Own UC2	U 4	J 3	Own	CD	R	8.66	61.7	12x3¼x¼	C
7		FW140, FD140	7–8	6070	192	222		10050	P40x8	DP42x9	Wau 8RL	6–4½x5½	Own UC2	U 4	Op	Tim	w/2	R	10.0	66.6	15x3¼x¼	C
8		FC135	7–8	5825	192	222		8900	P40x8	DP40x8	Wau 8RL	6–4½x5½	Own UC2	U 4	Op	Own	CD	R	9.3	62.2	15x3¼x¼	C
9		FC140	8–8½	6500	200	230		9350	P40x8	DP40x8	Wau HB	6–4½x5¾	Own UC2	U 4	Op	Own	CD	R	8.3	55.2	15x3¼x¼	C
10		FC145	8–8½	6925	200	230		10100	P40x8	DP40x8	Wau AB	6–4½x5¾	Own UC8	U 4	Op	Own	CD	R	9.4	58.9	15x3¼x¼	C
11		FW170, FD170	9½x10½	6070	200	230		10550	P40x8	DP44x10	Wau AB	6–4½x5¾	Own UC8	U 4	Op	Tim	w/2	R	10.0	62.7	15x3¼x¼	C
12		FC170	9½x10½	7595	200	230		10550	P40x8	DP42x9	Wau RB	6–5x5¾	Own UC8	U 4	Op	Own	CD	R	9.4	58.9	15x3¼x¼	C
13	Stewart	30	1	695	130	160		2977	B6.50/20	B6.50/20	Lyc AFE	4–3¼x4½	War	U 4	No	Cla	SF	H	5.6	35.8	6x2¼x⅛	T
14		30X	1	795	130	160		3018	B6.50/20	B6.50/20	Lyc WTG	6–3x4¾	WG T9	U 4	No	Cla	SF	H	6.38	40.8	6x2¼x⅛	T
15		42X	1½	795	134	176		3525	B6.50/20	B6.50/20	Lyc SA	6–3¼x4½	WG	U 4	No	Cla	SF	H	5.6	35.8	7½x2¾x⅛	T
16		40XA	1½	995	145	176		3460	B6.50/20	DB6.50/20	Lyc SA	6–3¼x4½	War	U 4	No	Cla	SF	H	5.6	35.8	7½x2¾x⅛	T
17		43X	2	995	145	176		4005	B6.50/20	DB6 50/20	Lyc SB	6–3⅜x4½	WG	U 4	No	Cla	SF	H	6.3	22.	7½x2¾x⅛	T
18		50X	2	1195	145	176		4015	B6.50/20	DB6.50/20	Lyc SB	6–3⅜x4½	War	U 4	No	Cla	SF	H	6.37	22.0	7½x2¾x⅛	T
19		29XS	2	1695	145	190		4960	B7.00/20	DB7.00/20	Lyc ASD	6–3¼x4½	Ful	U 4	No	Cla	SF	R	6.37	44.4	7½x2¾x⅛	T
20		32X	2½	1990	165	220		5260	B7.00/20	DB7.00/20	Lyc ASD	6–3¼x4½	Fu	U 4	No	Cla	SF	R	6.37	44.4	7½x2¾x¼	T
21		58-8	2½	2390	170	226		5970	B7.50/20	DB7.50/20	Lyc HFA	8–3¾x4½	Fu	U 4	No	Cla	SF	H	7.25	47.0	9x2¾x⅛	T
22		18X	3	2690	165	220		6400	B7.50/20	DB7.50/20	Lyc TS	6–3⅞x5	Fu	U 4	No	Tim	WF	R	7.25	47.5	9x2¾x⅛	T
23		48-8	3	2990	170	241		6750	B8.25/20	DB8.25/20	Lyc AEC	8–3¾x4¾	BL	U 4	...	Cla	SF	F	7.12	50.1	9x2¾x⅛	T
24		19X	3½	3690	165	235		7110	B9.00/20	DB9.00/20	Lyc TS	6–3⅞x5	Fu	U 4	A 3	Tim	WF	R	7.25	127.	9x2¾x⅛	T
25		38-6	3½	3990	170	241		7600	B9.00/20	DB9.00/20	Wau 6SRL	6–4½x5½	BL	U 4	A 3	Tim	DF	..	7.3	147.	9x2¾x⅛	T
26		38-8	3½	3990	170	241		7600	B9.00/20	DB9.00/20	Lyc AE	8–3¾x4¾	BL	U 4	A 3	Tim	DF	..	7.3	147.	9x2¾x⅛	T
27		31X	5	5190	165	235		9340	B9.75/20	DB9.75/20	Wau 6SRK	6–4½x5½	BL	U 4	A 3	Tim	WF	R	8.2	15.1	9⅛x2¾x⅛	T
28		27XS	7	6190	165	235		10300	B10.50/24	DB10.50/24	Wau 6SRK	6–4½x5½	BL	U 4	A 3	Tim	WF	R	6.56	93.8	9⅛x2¾x⅛	T
29	Studebaker	S1	½	595	114	114	4285	2330	B5.25/19	B5.25/19	Own GL	6–3¼x4⅛	WG T2C	U 3	No	Own 54	S½	H	4.73	15.2	5½x2x⅛	T
30		S21	1½	670	130	165	8000	3110	B6.00/20	P32x6	Own T1	6–3¼x4⅜	War T9	U 4	No	Cla B373	SF	H	5.66	35.8	6x2¾x⅛	T
31		S41	2	895	141	165	10000	3930	B6.50/20	DB6.50/20	Own T2	6–3¼x4⅜	War T9	U 4	No	Tim 54200	SF	H	6.8	43.5	7x2¾x⅛	T
32		S120	3	1350	141	183	16000	4855	B6.50/20	DP32x6	Own T2	6–3¼x4⅜	War T9	U 4	A 2	Tim 58200	SF	H	6.8	66.1	8x2¾x¼	T
33	Walter	FN	2½–3	4500	120	...	15000	6500	B9.00/20	B9.00/20	Own 6MK	6–4½x4¾	Own FN	U 5	No	Own FN	2D	H	7.0	70.0	7x2¾x¼	P
34		FM	3½–4	5500	120	144	18000	7500	B9.00/20	DB9.00/20	Own 6SRL	6–4½x5½	Own FM	U 5	No	Own FM	2D	H	6.00	60.0	12x2¾x¼	P
35		FKD	4–6	6300	118	136	24000	8000	B9.00/24	DB9.00/24	Own 6SRL	6–4½x5½	Own FK	U 5	No	Own FK	2D	H	8.50	85.0	11x3x¼	P
36		FCS	5–7	6900	136	160	26000	9000	B9.75/24	DB9.75/24	Own 6SRL	6–4½x5½	Own FK	U 5	No	Own FH	2D	H	8.5	85.0	13x3x¼	P
37		FBS	5–7	7900	136	160	26000	9000	B9.75/24	DB9.75/24	Own 6RB	6–5x5¾	Own FH	U 5	No	Own FH	2D	H	8.5	85.0	13x3x¼	P
38		FBRS	7–9	8300	136	160	31000	10000	B10.50/24	DB10.50/24	Own 6RB	6–5x5¾	Own FH	U 5	No	Own FHR	2D	H	8.5	85.0	13x3x¼	P
39	Ward LaFr...	25R14	3	2975	Op	Op	14000	6200	B8.25/20	DB8.25/20	Wau 6ML	6–4x4¾	BL 324	U 4	No	Tim 56200H	SF	R	Op	Op	12x3x¼	B
40		25B14	3	2975	Op	Op	14000	6200	B8.25/20	DB8.25/20	Own 12K	8–3¾x4½	BL 324	U 4	No	Tim 56200H	SF	R	Op	Op	12x3x¼	B
41		30B18	4	3585	197	209	18000	7000	B9.00/20	DB9.00/20	Own 12K	8–3¾x4½	BL 524	A 4	Op	Tim 65200H	2F	R	Op	Op	12x3½x⅛	B
42		30R18	4	3585	197	209	18000	7000	B9.00/20	DB9.00/20	Wau 6MK	6–4½x4¾	BL 524	A 4	Op	Tim 65200H	2F	R	Op	Op	12x3½x⅛	B
43		35R	5	4675	Op	Op	23000	8700	B9 75/20	DB9.75/20	Wau SRL	6–4¾x5½	BL 534	A 4	Op	Tim 65720H	WF	R	Op	Op	14x3½x⅛	B
44		35B	5	4675	Op	Op	23000	8700	B9.75/20	DB9.75/20	Lyc AEC	8–3¾x4¾	BL 534	A 4	Op	Tim 65720H	WF	R	Op	Op	14x3½x⅛	B
45		75RW	7½	6900	Op	Op	28000	10500	B10.50/20	DB10.50/20	Wau RB	6–5x5¾	BL714	U 4	A 3	Tim 66720W	WF	R	Op	Op	14x3½x¼	T
46		100RW	10	7350	Op	Op	32000	11500	B10.50/24	DB10.50/24	Wau RB	6–5x5¾	BL 714	U 4	A 3	Tim 68720W	WF	R	Op	Op	14x3½x¼	T
47	White (12)	60K	1¼–1½	1850	138	157		3965	B7 00/20	B7 00/20	Own 2A	6–3½x4½	Own 3BC	U 3	No	Own 4C	S½	H	5.	8	17.6	15x5x⅛	C
48		60I	1¼–1½	1850	138	157		4210	B7.50/20	B7.50/20	Own 2A	6–3½x4½	Own 5B	U 4	No	Own 4C	S½	H	4.73	19.5	6x2⅝x⅛	C
49		161	1¼–1½	1700	138	157		4420	B7.50/20	B7.50/20	Own GRCB	4–4x5¾	Own 8B	U 4	No	Own 4C	S½	H	4.73	19.5	6x2⅝x⅛	C
50		602	1½–2	2050	138	157		4500	B7.00/20	DB7.00/20	Own 2A	6–3½x4½	Own 5B	U 4	No	Own 4CB	S½	H	4.73	19.5	6x2⅝x⅛	C
51		162	1½–2	1900	138	157		4710	B7 00/20	DB7.00/20	Own GRCB	4–4x5¾	Own 8B	U 4	No	Own 4CB	S½	H	4.73	19.5	6x2⅝x⅛	C
52		611	2–2½	2450	148	196		4960	B7.00/20	DB7.00/20	Own 4A	6–3¾x4½	Own 5B	U 4	No	Own 7C	S½	H	5.67	23.4	6⅝x3⅛x¼	C
53		211	2–2½	2300	148	198		5170	B7.00/20	DB7.00/20	Own GRCB	4–4x5¾	Own 8B	U 4	No	Own 7C	S½	H	5.67	23.4	6⅝x3⅛x¼	C
54		56	2–2½	3125	165	175		5276	S36x4	S36x7	Own GRC	4–4x5¾	OwnGRBB	U 4	No	Own 3C	S½	H	6.33	26.2	7x3x¼	C
55		612	2½–3	2800	148	196		5295	B7.50/20	DB7.50/20	Own 4A	6–3¾x4½	Own 5B	U 4	No	Own 7CB	S½	H	5.67	23.4	6⅝x3⅛x¼	C
56		212	2½–3	2650	148	198		5500	B7.50/20	DB7.50/20	Own GRCB	4–4x5¾	Own 8B	U 4	No	Own 7CB	S½	H	5.67	23.4	6⅝x3⅛x¼	C
57		620	2½–3	4350	157	195		7430	B8.25/20	DB8.25/20	Own 3AD	6–4x5¼	Own 4B	U 4	No	Own 14C	SF	R	6.38	41.8	7⅞x2⅛x⅛	C
58		51A	2½–4	3750	170	190		6438	S36x5°	S36x8°	Own GRB	4–4¼x5¾	OwnGRBA	U 4	No	Own 51A	S½	R	7.14	35.6	8x3x¼	C
59		618	3–4	3600	166	206		6675	B9.00/20	DB9.00/20	Own 4AB	6–3¾x4	Own 11BA	U 5	No	Own 14CB	2F	R	8.15	61.8	8x3⅜x⅛	C
60		621	3–4	4650	157	195		7945	B9.00/20	DB9.00/20	Own 3AD	6–4x5¼	Own 4B	U 4	No	Own 10C	SF	R	6.33	41.4	7⅛x2⅛x⅜	C
61		630	3–4½	5000	168	215		8500	B9.00/20	DB9.00/20	Own 3AD	6–4x5¼	Own 4B	U 4	No	Own 10C	SF	R	6.33	41.4	8x3x¼	C
62		640	3–4½	6100	180	214		9200	B9.00/20	DB9.00/20	Own 1AB	6–4¾x5¾	Own 7B	U 4	No	Own 10C	SF	R	5.18	33.9	8⅛x3⅛x⅛	C
63		58	3–5	4400	180	195		7797	S36x5°	DS36x5°	Own GRB	4–4¼x5¾	Own 4B	U 4	No	Own 2C	2F	R	7.6	49.7	8⅛x3⅛x⅛	C
64		58-SS	7½	5300	196	196		9300	B10.50/24	DB10.50/24	Own GRB	4–4¼x5¾	Own 4B	U 4	No	Own 6C	2F	R	11.8	77.5	10⅛x3⅛	C
65		55	5	4650	174	215		8737	S36x5°	DS40x5	Own GRB	4–4¼x5¾	OwnGRBA	U 4	No	Own 55	2F	R	10.1	66.1	8x18. 4 lb.	I
66		631	3½–6	5750	168	215		9000	B9.75/20	DB9.75/20	Own 3AD	6–4x5¼	Own 4B	U 4	No	Own 2C	2F	R	8.70	56.9	8⅜x3¼	C
67		641	3½–6	6450	180	214		9700	B9.75/20	DB9.75/20	Own 1AB	6–4¾x5¾	Own 7B	U 4	No	Own 2C	2F	R	7.17	46.9	8⅛x3⅛x⅛	C
68		642	4–7½	6750	180	214		10600	B9.75/24	DB9.75/24	Own 1AB	6–4¾x5¾	Own 7B	U 4	No	Own 13C	2F	R	10.2	66.5	8⅛x3⅛x⅛	C
69		52	5–7½	5100	174	215		9409	S36x6°	S40x12	Own GRB	4–4¼x5¾	OwnGRBA	U 4	No	Own 52	2F	R	11.7	58.4	8x18. 4 lb.	I
70		643	5–9	6950	180	214		10900	B10.50/24	DB10.50/24	Own 1AB	6–4¾x5¾	Own 7B	U 4	No	Own 13C	2F	R	10.2	66.5	8⅛x3⅛x⅛	C
71	Wichita	6-21	1½–3	2600	160	Op	12600	4695	B7.50/20	DB7.50/20	Wau MS	6–3¾x4¾	Fu MLU	U 4	No	Own 30R	WF	H	6.5	34.8	5½x2¼x⅛	C
72		6-60	2½–5	3750	170	Op	15300	5945	B8.25/20	DB8.25/20	Wau ML	6–4x4¾	Fu JVUOG	U 5	No	Own 30R	WF	H	4.8	38.7	7x2¼x¼	C
73		6-95	3½–7	4950	173	Op	23400	8103	B9.75/20	DB9.75/20	Wau 8RL	6–4¾x5½	Fu MHOG	A 4	U 2	Own 50R	WF	H	5.8	86.5	7x2¼x¼	P
74	Willys Over.	6. C113	½	415	113	113	4000	1875	B5.00/19	B5.00/19	Own C113	6–3¼x3⅜	Own C113	U 3	No	Own C113	S½	H	4.6	12.4	5¼x2¼x⅛	T
75		C131	1½	595	131	131	7600	2750	B5.50/20	P32x6	Own C131	6–3¼x3⅜	War T9	U 4	No	Cla B373B	SF	H	6.3	40.8	6x2¾x⅛	C
76		C157	1½	635	157	157	7600	2900	B5.50/20	P32x6	Own C157	6–3¼x3⅜	War T9	U 4	No	Cla B373B	SF	H	6.3	40.8	7⅛x2¾x⅛	C
77	Witt Will	C2B	2	2450	158	162	12500	5000	B6.50/20	DB6.50/20	Con 16C	6–3⅜x4⅝	BL 35-4	U 4	No	Tim 56200H	BF	H	6.16	36.4	6x2½x¼	C
78		C2W	2	2500	158	162	12500	5000	B6.50/20	DB6.50/20	Con 16C	6–3⅜x4⅝	BL 35-4	U 4	No	Tim 64800H	WF	H	7.4	41.0	6x2½x¼	C
79		R2B	2	2550	158	192	12500	5400	B6.50/20	DB6.50/20	Con 16R	6–4x4½	BL 35-4	U 4	No	Tim 56200H	BF	H	5.28	28.3	6x2½x¼	C
80		R2	2	2550	158	192	13200	5400	B6.50/20	DB32x6	Con 16R	6–4x4½	BL 35-4	U 4	No	Tim 64800H	WF	H	6.0	32.1	6x2½x¼	C
81		R3B	3	3150	159	199	15500	6075	B8.25/20	DB8.25/20	Con 18R	6–4x4½	BL 51	U 4	No	Tim 58200H	BF	H	6.83	36.5	7x2½x¼	C
82		R3	3	3150	159	199	15500	6075	B8.25/20	DB8.25/20	Con 18R	6–4x4½	BL 51	U 4	No	Tim 65200H	WF	H	6.75	37.4	7x2½x¼	C
83		R3S	3½	4200	159	199	16800	6400	B9.00/20	DB9.00/20	Con 18R	6–4x4½	BL 51	U 4	No	Tim 65720H	WF	H	6.75	38.8	7x2½x¼	C
84		R4	4	4440	159	205	21600	7600	B9.75/20	DP9.75/20	Con 20R	6–4¼x4¾	BL 55	U 4	No	Tim 65720H	WF	R	7.25	38.8	7x2½x¼	P
85		R4X	4	4600	159	205	21600	7600	B9.75/20	DP9.75/20	Con 21R	6–4⅜x4¾	BL 55	U 4	No	Tim 65720H	WF	R	6.8	38.8	7x2½x¼	P
86		R5	5	5300	159	210	24000	8500	B10.50/20	DB10.50/20	Con 20R	6–4¼x4¾	BL 55	A 4	A 7	Tim 66700H	WF	R	9.0	98.2	8x3x¼	P
87		R5S	5½	5700	159	210	27000	9000	B10.50/20	DB10.50/20	Con 21R	6–4⅜x4¾	BL 60	A 4	A	Tim68700DH	WF	R	10.0	48.2	8x3x¼	P
88	World	DA-60	1	1195	150	166	8500	3650	B6.00/20	DB6.00/20	Lyc WTG	6–3¼x4⅜	WG T9	U 4	No	Tim 53200H	SF	H	6.38	40.8	6⅛x2¼x⅛	T
89		DB-60	1½	1545	150	166	10000	3900	B6.50/20	DB6.50/20	Lyc 4SL	6–3¼x4½	WG T9	U 4	No	Tim 53200H	SF	H	6.38	40.8	6⅜x2¾x⅛	T
90		DC-60	2	1845	150	164	12000	4450	B7.00/20	DB7.00/20	Lyc 4SL	6–3¼x4½	WG T9	U 4	No	Tim 54200H	SF	H	6.8	43.5	6x3x¼	T
91		DA-88	2	2300	151	167	12000	4720	B7.50/20	DB7.50/20	Lyc GU	8–3x4¾	Fu MLU	U 4	No	Tim 54200H	SF	H	6.8	44.2	6x3x¼	T
92		DB-88	2½	2595	164	178	13500	5040	B8.25/20	DB8.25/20	Lyc GU	8–3x4¾	Fu MLU	U 4	No	Tim 56200H	SF	R	7.4	48.1	7x3x¼	T
93		DC-88	3	3295	164	182	15000	5400	P34x7	DP34x7	Lyc HD	8–3¼x4½	Fu MGU	U 4	No	Tim 56200H	SF	R	7.4	48.1	7x3x¼	T
94		DA-115	4	3595	168	182	17500	6100	P36x8	DP36x8	Lyc HD	8–3¼x4½	Fu MGU	U 4	No	Tim 58200H	SF	R	7.8	50.7	8x3x¼	T
95		DB-115	5	3895	165	191	20000	6550	P36x8	DP36x8	Lyc HD	8–3¼x4½	Fu MGU	U 4	No	Tim 65706D	WF	R	8.5	55.2	8x3x¼	T
	Six-Wheelers																					
96	Autocar	GE	4R 10	12500	198	234		16300	P9.75/20	DP9.75/20	Ste LT51128	6–5½x6	BL 714	U 4	A 3	TimSwd410w	WF	R	8.2	82.	10½x3x⅛	P
97	Chicago	1-56-D	4 10	6000	198	222	40000	12740	B9.75/20	DB9.75/20	Wau 6SRL	6–4¾x5½	BL 60	A 7	No	Tim 300W	WF	R	7.75	73.6	8x3½x⅛	P
98	Corbitt	208W6	4R 3–5	5720	Op	Op	22000	9000	B7.50/20	DB7.50/20	Con 20R	6–4½x4¾	BL 615	U 5	No	TimSW100W	WF	H	Opt	Opt	8x3½x¼	T
99		288W6	4R 5–7½	6380	Op	Op	30000	10000	P34x7	DP34x7	Con 21R	6–4¾x4¾	BL 607	A 7	No	TimSW200W	WF	H	Opt	Opt	8x3x⅛	T
100		36SW6	4R 7½–10	8800	Op	Op	38000	11500	B36x8	DP36x8	Con 21R	6–4¾x4¾	BL 607	A 7	No	TimSW310W	WF	R	Opt	Opt	10½x3½x⅛	T
101		408W6	4R 10–15	11000	Op	Op	13000	13000	P38x9	DP38x9	Con 16H	6–4¾x5⅛	BL 707	A 7	No	TimSW410W	WF	R	Opt	Opt	10½x3½x⅛	P
102	Day Elder	285	4R 8	5295	164	232	28500	12000	B8.25/20	DB8.25/20	Con 21R	6–4¾x4¾	BL 554	A 7	No	TimSwD200h	WF	R	7.5	71.2	10x3¼x⅛	C
103		345	4R 10	6395	164	232	34500	12500	B9.00/20	DB9.00/20	Con 21R	6–4¾x4¾	BL 1714	A 7	No	TimSwd310w	WF	R	8.5	79.9	10x3¼x⅛	C
104		402	4R 12	7495	164	232	40200	14200	B9.75/20	DB9.75/20	Con 16H	6–4¾x5⅛	BL 1714	A 7	No	TimSwd410w	WF	R	9.0	84.6	10x3¼x⅛	C
105	Diamond T	801	4R 4	4140	189	219	21000	8500	P36x8	P36x8	Her YXC	6–4¾x4¾	BL 55	A 7	No	Own	WF	H	Opt	Opt	6½x3x¼	P
106		1201	4R 6	5600	189	219	28000	11000	P34x7	DP34x7	Her RXB	6–4½x5¼	BL 60	A 7	No	Tim SW200	WF	R	Opt	Opt	9x3½x¼	P
107		1602	4R 8	6400	175	210	36000	11700	P36x8	DP36x8	Her RXC	6–4¾x5¼	BL 60	A 7	No	Tim SW310	WF	R	Opt	Opt	9x3½x¼	P
108		1603	4R 8	7500	184	224	36000	12500	P36x8	DP36x8	Wau 6RB	6–5x5¾	BL 70	A 7	No	Tim SW310	WF	R	Opt	Opt	9x3½x¼	P
109	Dodge Bros.	UGS50	1½–3	875	153	153	12000	(1)	B6.00/20	P32x6	Own	4–3¾x4¾	Own	U 4	No	Own	SF	H	5.85	36.1	7⅛x2¾x⅛	C
110		GS50	1½–3	935	153	153	12000	(1)	B6.00/20	P32x6	Own	6–3¼x4¼	Own	U 4	No	Own	SF	H	5.85	36.1	7⅛x2¾x⅛	C
111		GS55	2–4	1260	158	158	14000	(1)	B7.00/20	DB7.00/20	Own	6–3¼x4⅜	Own	U 5	No	Own	SF	H	6.37	50.9	8½x2⅛x⅛	C
112	Douglas	F66	4R 5	7900	210	Op	36000	10000	P36x8	DP36x8	Bud GL6	6–4½x6	Fu HOG	U 8	A 8	Wis 8017	WF	R	7.75	72.7	10x2¾x⅛	T
113	Fageol	4-46	4R 4	3900	172	205	22000	9400	P32x6	DP32x6	Wau MK	6–4¼x4¾	BL 314	U 4	No	Tim Own	WF	R	7.66	50.6	7½x3½x⅛	C
114		6-26	2R 6	6000	195	220	28000	11100	B9.00/20	DB9.00/20	Wau 8RK	6–4¾x5½	BL 554&60	U4	A 3	Tim Own	w/2f	R	5.19	127.	8x3½x⅛	C
115		6-46	4R 6	6500	195	220	28000	11850	B9.00/20	DB9.00/20	Wau SRK	6–4¾x5½	BL 554&60	U 4	A 3	Tim Own	w/2f	R	5.19	127.	8x3½x⅛	C
116		8-26	2R 8	6300	195	220	34000	11450	B9.00/20	DB9.00/20	Wau SRK	6–4¾x5½	BL 554&60	U 4	A 3	Tim Own	w/2f	R	5.19	127.	8x3½x⅛	C
117		8-46	4R 8	6900	195	220	34000	12200	B9.00/20	DB9.00/20	Wau SRK	6–4¾x5½	BL 554&60	U4	A 3	Tim Own	WF	R	5.19	127.	8x3½x⅛	C
118		10-26	2R 10	7400	232	232	32000	13700	B9.00/20	DB9.00/20	Wau AB	6–4½x5¾	BL 714&60	U4	A 3	Tim Own	2F	R	5.19	90.3	8⅛x4x⅛	C
119		10-46	4R 10	8100	232	232	40000	14100	B9.00/20	DB9.00/20	Wau AB	6–4½x5¾	BL 714&60	U4	A 3	Tim Own	WF	R	5.19	90.3	8⅛x4x⅜	C

Line Number	Engine Details: Piston Displacement	Compression Ratio	Torque lb. ft.	N.A.C.C. Rated H.P.	Max. Brake H.P. at R.P.M. Given	Valve Arrangement	Camshaft Drive	Piston Material	Main Bearings: Number and Diameter	Main Bearings: Length	Oiling System Type	Governor Make	Fuel Syst.: Carburetors Make	Fuel Syst.: Fuel Feed	Electrical: Ignition System Make	Electrical: Generator, Starter Make	Clutch Type and Make	Radiator Make	Universals Make	Front Axle: Make and Model	Steering Gear Make	Brakes: Service: Make, Location Type Operation	Brakes: Service: Lining Area	Brakes: Service: Drum Material	Brakes: Hand Type, Location	Body Mounting Data: Cab to Rear of Frame	Body Mounting Data: Cab to Rear Axle	Body Mounting Data: Width of Frame	Springs: Front	Springs: Rear	Springs: Auxiliary Type
1	381	4.4	240	40.8	85-2500	L	G	C	7-2⅝	12½	CC	Ha	Zen	M	DR	DR	D.Own	Mo	Spi	Tim	Ros	O2IMV	576	a	JX	172	108	34	48x3	54x3	½
2	411	4.6	260	40.8	91-2400	L	G	A	7-3	13⅞	CC	Ha	Zen	M	DR	DR	D.Own	Mo	Spi	Tim	Ros	O2IMV	562	s	JX	172	108	34	48x3	54x3	½
3	462	4.5	300	45.9	102-2400	L	G	C	7-3	13⅞	CC	Ha	Zen	M	DR	DR	D.Own	Mo	Spi	Tim	Ros	L4IHV	664	a	CX	172	108	34	48x3	54x3	½
4	462	4.5	300	45.9	102-2400	L	G	C	7-3	13⅞	CC	Ha	Zen	M	DR	DR	D.Own	Mo	Spi	Tim	Ros	O2IMV	576	a	JX	172	108	34	48x3	54x3	½
5	381	4.4	240	40.8	85-2500	L	G	C	7-2⅝	12½	CC	Ha	Zen	M	DR	DR	D.Own	Mo	Spi	Tim	Ros	O2IMV	500	a	JX	172	108	34	48x3	54x3	½
6	462	4.5	300	45.9	102-2400	L	G	C	7-3	13⅞	CC	Ha	Zen	M	DR	DR	D.Own	Mo	Spi	Tim	Ros	O2IMV	658	s	JX	172	108	34	48x3	54x3	½
7	462	4.5	300	45.9	102-2400	L	G	C	7-3	13⅞	CC	Ha	Zen	M	DR	DR	D.Own	Mo	Spi	Tim	Ros	Ws4IA	690	a	CX	172	108	34	48x3	60x4	½
8	462	4.5	300	45.9	102-2400	L	G	C	7-3	13⅞	CC	Ha	Zen	M	DR	DR	D.Own	Mo	Spi	Tim	Ros	O2IMV	500	s	JX	172	108	34	48x3	54x3	½
9	489	4.5	295	43.4	90-2000	L	G	C	4-3½	11⅜	CC	Ha	Zen	M	DR	DR	D.Own	Mo	Spi	Tim	Ros	O2IMV	666	s	JX	168	107	34	48x3	54x3	½
10	549	4.5	330	48.6	99-2000	L	G	C	4-3½	11⅜	CC	Ha	Zen	M	DR	DR	D.Own	Mo	Spi	Tim	Ros	O2IMV	666	s	JX	168	107	34	48x3	54x3	½
11	549	4.5	330	48.6	99-2000	L	G	C	4-3½	11⅜	CC	Ha	Zen	M	DR	DR	D.Own	Mo	Spi	Tim	Ros	Ws4IA	690	a	CX	163	107	34	48x3	60x4	½
12	677	4.4	440	60.0	125-2000	L	G	A	4-3½	11⅜	CC	Ha	Zen	M	DR	DR	D.Own	Mo	Spi	Tim	Ros	O2IMV	666	s	JX	168	107	34	48x3	54x3	½
13	199	4.8	136	22.5	50-2600	L	G	C	3-2⅛	7¼	PC	No	Str	P	DR	DR	P.BB	Fe	Spi	Sal	Ros	B4IM	257	E	TX	90⅞	50 11/16	32⅛	38x2¼	50x2½	N
14	201	5.5	141	21.0	60-2600	L	G	C	4-2⅜	7	PC	No	Str	P	DR	DR	P.Lo	Pe	Spi	Sal	Ros	B4IM	257	E	TX	90⅞	50 11/16	32⅛	38x2½	54x2½	N
15	224	4.8	142	25.3	62-2800	L	G	C	4-2⅜	8¼	PC	No	Zen	P	DR	DR	P.BB	Fe	Spi	Sal	Ros	B4IM	257	E	TX	92	51⅜	32⅛	38x2½	50x2½	N
16	224	4.8	142	25.3	62-2800	L	G	C	4-2⅜	8¼	PC	No	Zen	P	DR	DR	P.BB	Fe	Spi	Sal	Ros	B4IM	257	E	TX	103⅜	62¾	32⅛	38½x2¼	50x2½	..
17	242	5.	162	27.3	65-2800	L	G	C	4-2⅜	8¼	PC	No	Zen	P	DR	DR	P.BB	Fe	Spi	Sal	Ros	B4IM	257	E	TX	103¼	62⅝	32⅛	38½x2¼	50x2½	½
18	242	5.0	162	27.3	65-2800	L	G	C	4-2⅜	9½	CC	No	Zen	P	DR	DR	P.BB	Fe	Spi	Sal	Ros	B4IM	257	E	TF	103¼	62⅝	32⅛	38½x2¼	50x2½	½
19	299	5.0	193	33.8	85-2750	L	G	C	4-2⅝	9 1/16	FP	Mo	Str	P	DR	DR	D.Fu	Fe	Spi	Cla	Ros	B4IM	308	E	TX	104⅝	58⅝	32⅛	38x2¼	50x3	½
20	299	5.0	193	33.8	85-2750	L	G	C	4-2⅝	9 1/16	FP	Mo	Str	P	DR	DR	D.Fu	Fe	Spi	Cla	Ros	B4IM	348	E	TX	127⅞	79 1/16	32⅛	38x2¼	50x3	½
21	354	4.6	224	36.2	90-2750	L	G	C	4-2¾	10	FP	Mo	Str	P	DR	DR	D.Fu	Fe	Spi	Tim	Ros	B4IM	453	E	TX	129¾	79 11/16	32¼	40x3	56x3	½
22	322	5.2	225	36.5	100-2800	L	G	C	5-2⅜	11	CC	Mo	Str	P	DR	DR	D.Fu	Fe	Spi	Cla	Ros	B4IM	348	E	TF	126¾	79 11/16	32¼	40x3	50x3	½
23	420	5.2	300	44.4	130-2800	L	G	C	5-2¾	12¾	FP	No	Str	P	DR	DR	P.BL	Fe	Spi	Cla	Ros	B4IMV	348	E	TX	128⅛	75 7/16	32¼	40x3	56x3	½
24	354	4.6	224	36.2	90-2750	L	G	C	4-2¾	10	PS	Mo	Str	P	DR	DR	D.Fu	Fe	Spi	Eat	Ros	B4IM	453	E	TX	126¾	76¼	32¼	40x3	56x3	½
25	462	4.6	300	45.9	100-2000	L	G	C	7-3	12⅞	FP	Mo	Str	P	DR	DR	D.BL	Fe	Spi	Eat	Ros	B4IMV	453	E	TX	128⅛	75⅝	32¼	40x3	56x3	½
26	420	5.2	300	44.4	130-2800	L	G	C	5-2¾	12¾	FP	No	Str	P	DR	DR	D.BL	Fe	Spi	Eat	Ros	B4IMV	453	E	TX	128⅛	75⅝	32¼	40x3	56x3	½
27	516	4.5	330	51.2	110-2000	L	G	C	7-3	12⅞	PS	Wa	Str	P	DR	DR	D.BL	Mo	Spi	Eat	Ros	B4IMV	565	E	TX	128 7/16	73 7/16	34	40x3	56x4	½
28	516	4.5	330	51.2	110-2000	L	G	C	7-3	12⅞	FP	Wa	Str	P	DR	DR	D.BL	Mo	Spi	Eat	Ros	Ws4IA	759	E	TX	128 7/16	73 7/16	34	40x3	56x4	½
29	221	4.7	144	27.3	68-3200	L	C	C	4-2⅛	8 11/16	CC	No	Str	M	DR	DR	P.Lo	Mc	Spi	Own 54	Ros	B4IM	148	p	4I	.....	.....	43½	36x1¾	54x1¾	N
30	230	4.6	154	25.4	75-3200	L	C	C	4-2⅛	8 11/16	CC	No	Str	M	DR	DR	P.Lo	Mc	Spi	Cla 208B	Ros	B4IM	231	P	4I	83¼	48¼	34	36x1¾	45x2½	N
31	230	4.6	154	25.4	75-3200	L	C	C	4-2⅛	8 11/16	CC	Ha	Str	M	DR	DR	DP.Lo	Mc	Cle	Tim 31010	Ros	B4IM	284	P	4I	97 1/16	60	34	39x2	56x3	N
32	230	4.6	154	25.4	75-3200	L	G	C	4-2⅛	8 11/16	CC	Ha	Str	M	DR	DR	DP.Lo	Mc	MM	Tim 31020	Ros	B4IMV	420	P	4I	97 1/16	60	34	39x2½	56x3	½
33	381	4.5	240	40.0	85-2200	L	G	C	7-2⅝	12⅝	FP	Ow	Zen	P	DR	DR	P.Ow	Ow	Own	Own FN	Ros	O4FXM	450	D	FM	126	84	34	48x3	48x3	½
34	462	4.0	300	46.0	100-1900	L	G	C	7-3	13⅞	FP	Ow	Zen	P	DR	DR	P.Ow	Ow	Own	Own FM	Ros	O4FXM	450	D	FM	126	84	34	48x4	48x4	½
35	462	4.0	300	46.0	100-1900	L	G	C	7-3	13⅞	PC	Ow	Zen	V	Sc	DR	P.Ow	Ow	Own	Own F	Ros	O4FXM	600	D	FX	108	78	36	52x4	52x4	½
36	462	4.0	300	46.0	100-1900	L	G	C	7-3	13⅞	PC	Ow	Zen	V	Sc	DR	P.Ow	Ow	Own	Own F	Ros	O4FXM	600	D	FX	126	96	36	52x4	52x4	½
37	677	4.0	440	60.0	130-1900	L	G	C	7-3½	10⅜	PC	Ow	Zen	P	Sc	DR	P.Ow	Ow	Own	Own F	Ros	O4FXM	600	D	FX	126	96	36	52x4	52x4	½
38	677	4.0	440	60.0	130-1900	L	G	C	7-3½	10⅜	PC	Ow	Zen	P	Sc	DR	P.Ow	Ow	Own	Own F	Ros	O4FXM	600	D	FX	126	96	36	52x4	52x5	½
39	358	4.6	228	38.4	77-2000	L	G	C	7-2⅝	10½	FP	Ha	Str	M	DR	DR	P.BL	Mo	Spi	Tim 3300H	Ros	L4IHV	348	a	TX	108	60	33	40x2½	60x3	½
40	322	1.9	225	36.4	100-2400	L	C	C	-2⅝	10¼	FP	Ha	Str	M	DR	DR	P.BL	Mo	Spi	Tim 3300H	Ros	L4IHV	348	a	TX	108	60	33	40x2½	60x3	½
41	322	1.9	225	36.4	100-2400	L	C	C	-2⅝	10¼	FP	Ha	Str	P	DR	DR	P.BL	Mo	Spi	Tim 3500H	Ros	L4IHV	383	a	TD	111	57	33	40x2½	60x3	½
42	381	4.6	240	40.8	83-2200	L	G	C	7-2⅝	10½	FP	Ha	Str	P	DR	DR	P.BL	Mo	Spi	Tim 3500H	Ros	L4IHV	383	a	TD	111	57	33	40x2½	60x3	½
43	462	4.6	300	45.9	97-2000	L	G	C	7-3	13⅞	FP	Wa	Str	P	DR	DR	P.BL	Mo	Spi	Tim 3500H	Ros	L4IHV	502	a	TD	108	60	33	40x2½	62x3½	½
44	420	5.2	300	45.0	130-2800	L	G	C	5-2¾	12¾	FP	No	Zen	..	DR	DR	P.BL	Mo	Opt	Tim 3500H	Ros	T2IMV	502	a	TD	108	60	33	44x3	62x3½	½
45	677	4.7	450	60.0	140-2000	L	G	C	4-3½	11⅜	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 27450tw	Ros	Ws4IA	590	a	TD	131	61	33	42x3	62x3½	½
46	677	4.7	450	60.0	140-2000	L	G	C	4-3½	11⅜	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 27450tw	Ros	Ws4IA	717	a	TD	131	61	33	42x3	62x4	½
47	260	4.8	150	29.4	54-2100	L	C	S	7-2⅝	10 11/16	FP	No	Zen	V	DR	LN	P.Ow	Ow	Spi	Own 4D	Ha	L4IH	276	a	TX	.....	.....	34½	39x2¼	50x2½	N
48	260	4.8	150	29.4	54-2100	L	C	S	7-2⅝	10 11/16	FP	No	Zen	V	DR	DR	P.Ow	Ow	MM	Own 4D	Ha	L4IH	276	a	TX	112	58¼	34½	41x2¼	54x2½	N
49	289	4.3	170	25.6	45-1800	L	G	C	3-2¼	11⅜	FP	Ow	Zen	V	DR	DR	P.Ow	Ow	MM	Own 4D	Ha	L4IH	276	a	TX	112	58¼	34⅝	39x2¼	50x2½	N
50	260	4.8	150	29.4	54-2100	L	C	S	7-2⅝	10 11/16	FP	No	Zen	V	DR	DR	P.Ow	Ow	MM	Own 4D	Ha	L4IH	276	a	TX	112	58¼	34½	41x2¼	54x2½	N
51	289	4.3	170	25.6	45-1800	L	G	C	3-2¼	11⅜	FP	Ow	Zen	V	DR	DR	P.Ow	Ow	MM	Own 4D	Ha	L4IH	276	a	TX	112	58¼	34⅝	39x2½	50x2½	N
52	299	4.8	190	33.7	70-2100	L	C	C	7-2⅝	10 11/16	FP	Ha	Zen	V	DR	DR	P.Ow	Ow	Spi	Own 7D	Ha	L4IH	343	a	TX	115 1/16	68 1/16	34⅝	41x2½	54x3	N
53	289	4.3	170	25.6	45-1800	L	G	C	3-2¼	11⅜	FP	Ow	Zen	V	DR	DR	P.Ow	Ow	Spi	Own 7D	Ha	L4IH	343	a	TX	115 1/16	68 1/16	34⅝	41x2½	54x3	N
54	289	4.3	170	25.6	45-1800	L	G	C	3-2¼	11⅜	FP	Ow	Zen	V	Ei	ns	P.Ow	Ow	Spi	Own 3D	Ow	O2IM	268	a	CI	119⅜	81⅜	36	41½x2½	47½x3	N
55	299	4.8	190	33.7	70-2100	L	C	C	7-2⅝	10 11/16	FP	Ha	Zen	V	DR	DR	P.Ow	Ow	Spi	Own 7D	Ha	L4IH	343	a	CX	115 1/16	68 1/16	34⅝	41x2½	54x3	N
56	289	4.3	170	25.6	45-1800	L	G	C	3-2¼	11⅜	FP	Ow	Zen	V	DR	DR	P.Ow	Ow	Spi	Own 7D	Ha	L4IH	343	a	TX	115¾	68 1/16	34⅝	41x2½	54x3	N
57	396	4.9	250	38.4	100-2100	H	C	S	7-2¾	13⅛	FP	Ow	Zen	M	DR	DR	P.Ow	Ow	Spi	Own 11D	Ros	LO4IHV	414	a	CI	107½	67½	34	41x2½	54x3	N
58	326	4.3	207	28.9	54-1600	L	G	C	3-2¼	11⅜	FP	Ow	Zen	V	Ei	ns	P.Ow	Ow	Spi	Own 51A	Ow	O2IM	335	a	CX	146	84¾	34	40½x2½	54⅜x3	N
59	299	5.5	212	33.5	77-2400	L	C	S	7-2⅝	10 11/16	FP	Ha	Zen	V	DR	DR	P.Ow	Ow	Spi	Own 11DC	Ros	LO4IHV	414	a	2I	140 11/16	84 11/16	34	41x2½	54x3	N
60	396	4.9	250	38.4	100-2100	H	C	S	7-2¾	13⅛	FP	Ow	Zen	M	DR	DR	P.Ow	Ow	Spi	Own 11D	Ros	LO4IHV	484	a	CI	107½	67½	34	41x2½	54x3½	N
61	396	4.9	250	38.4	100-2100	H	C	S	7-2¾	13⅛	FP	Ow	Zen	M	DR	DR	P.Ow	Ow	Spi	Own 6D	Ros	O4IHV	553	a	CI	144⅞	84⅞	34 1/16	42x3	56x3½	N
62	519	4.0	333	45.9	118-2100	H	C	S	7-3	15 11/16	FP	Ow	Zen	E	LN	LN	dp.Ow	Ow	Spi	Own 6D	Ros	O4IA	553	a	CI	156¾	91¾	34 1/16	42x3	56x3½	½
63	326	4.3	207	28.9	54-1600	L	G	C	3-2¼	11⅜	FP	Ow	Zen	V	Ei	ns	P.Ow	Ow	Spi	Own 2D	Own	OPXM	224	a	2I	148½	93½	34⅛	40½x3	56x3½	½
64	326	4.3	207	28.9	54-1800	L	G	C	3-2¼	11⅜	FP	Ow	Zen	V	LN	LN	P.Ow	Ow	Spi	Own 9D	Ros	OPXM	224	a	2I	176	120	38½	42x3	57x5	N
65	326	4.3	207	28.9	54-1600	L	G	C	3-2¼	11⅜	FP	Ow	Zen	V	Ei	ns	P.Ow	Ow	Spi	Own 55	Own	OPXM	224	a	2I	167⅝	107⅛	42½	44x3	51⅞x5	N
66	396	4.9	250	38.4	100-2100	H	C	S	7-2¾	13⅛	FP	Ow	Zen	M	DR	DR	P.Ow	Ow	Spi	Own 9D	Ros	O4IA	595	a	CI	144⅞	84⅞	34 1/16	42x3	56x3½	½
67	519	4.0	333	45.9	118-2100	H	C	S	7-3	15 11/16	FP	Ow	Zen	E	LN	LN	dp.Ow	Ow	Spi	Own 9D	Ros	O4IA	595	a	CI	156¾	91¾	34 1/16	42x3	56x3½	N
68	519	4.0	333	45.9	118-2100	H	C	S	7-3	15 11/16	FP	Ow	Zen	E	LN	LN	dp.Ow	Ow	Spi	Own 9D	Ros	O4IA	623	a	CI	156¾	91¾	34 1/16	42x3	51⅞x5	N
69	326	4.3	207	28.9	54-1800	L	G	C	3-2¼	11⅜	FP	Ow	Zen	V	Ei	ns	P.Ow	Ow	Spi	Own 52	Ow	OPXM	224	a	2I	167⅝	107⅛	42½	44x3	51⅞x5	N
70	519	4.0	333	45.9	118-2100	H	C	S	7-3	15 11/16	FP	Ow	Zen	E	LN	LN	dp.Ow	Ow	Spi	Own 9D	Ros	O4IA	623	a	CI	156¾	91¾	34 1/16	42x3	51⅞x5	N
71	315	4.6	200	27.3	70-2200	L	G	C	7-2⅝	12½	CC	Wa	Str	M	DR	DR	D.Fu	Yo	Spi	She 3FA10	Ros	O2IX	320	p	FD	130¾	78¾	30	40x2¼	50x3	½
72	358	4.4	230	38.4	77-2200	L	G	C	7-2⅝	12½	CC	Wa	Str	M	DR	DR	D.Fu	Yo	Spi	Shu 5550	Ros	O2IV	320	p	CD	141⅞	83⅞	30	40x2¼	56x3	½
73	462	4.5	304	46.0	97-2000	L	G	C	7-3	13⅞	CC	Wa	Str	M	DR	DR	D.Fu	Yo	Spi	Shu 610	Ros	O2IV	320	p	FD	143¾	91¾	30	40x2¼	56x3	½
74	193	5.2	135	25.3	65-3400	L	C	C	4-2⅜	6 11/32	CC	No	Ti	M	AL	AL	P.Ow	Fe	Spi	Own C113	Own	B4IM	143	P	4I	54 1/16	27¾	43¼	36½x1¾	51x1¾	N
75	193	5.2	135	25.3	65-3400	L	C	C	4-2⅜	6 11/32	CC	No	Ti	M	AL	AL	P.Ow	Fe	Spi	Own C131	Own	B4IM	235	P	4I	86¾	51⅞	37	36x1¾	45x2½	N
76	193	5.2	135	25.3	65-3400	L	C	C	4-2⅜	6 11/32	CC	No	Ti	M	AL	AL	P.Ow	Fe	Spi	Own C157	Own	B4IM	235	P	4I	121 11/16	77 11/16	37	36x1¾	45x2½	N
77	248	5.0	150	27.3	66-3200	L	C	C	7-2⅜	10 3/32	PC	No	Zen	M	DR	DR	D.BL	Pe	Spi	Tim 33000H	Ros	L4IH	578	P	TX	Opt	79½	32	41x2½	54x3	½
78	248	5.0	150	27.3	66-3200	L	C	C	7-2⅜	10 3/32	PC	No	Zen	M	DR	DR	D.BL	Pe	Spi	Tim 33000H	Ros	L4IH	578	P	TX	Opt	79½	32	41x2½	54x3	½
79	311	4.1	197	38.4	72-2400	H	C	C	7-2¾	11 11/16	FP	No	Zen	M	DR	DR	D.BL	Pe	Spi	Tim 33000H	Ros	L4IH	578	P	TX	Opt	76	32	41x2½	54x3	½
80	311	4.1	197	38.4	72-2400	H	C	C	7-2¾	11 11/16	FP	No	Zen	M	DR	DR	D.BL	Pe	Spi	Tim 33000H	Ros	L4IH	578	P	TX	Opt	76	32	41x2½	54x3	½
81	339	4.2	212	38.4	82-2400	H	C	N	7-2¾	13 1/16	FP	No	Zen	M	DR	DR	D.BL	Pe	Spi	Tim 35000H	Ros	L4IHV	650	P	CD	Opt	76	32	41x2½	54x3	½
82	339	4.2	212	38.4	82-2400	H	C	N	7-2¾	13 1/16	FP	No	Zen	M	DR	DR	D.BL	Pe	Spi	Tim 35000H	Ros	L4IHV	650	P	CD	Opt	76	32	41x2½	54x3	½
83	339	4.2	212	38.4	82-2400	H	C	N	7-2¾	13 1/16	FP	No	Zen	M	DR	DR	D.BL	Pe	Spi	Tim 35000H	Ros	L4IHV	768	P	CD	Opt	76	32	41x2½	54x3	½
84	381	4.2	236	40.8	88-2200	H	C	N	7-2¾	13 1/16	FP	No	Zen	E	DR	DR	D.BL	Pe	Spi	Tim 35000H	Ros	L4IHV	768	P	CD	Opt	76	32	41x2½	54x3	½
85	427	4.2	238	45.9	100-2600	H	C	N	7-2¾	13 1/16	FP	No	Zen	E	DR	DR	D.BL	Pe	Spi	Tim 35000H	Ros	L4IHV	768	P	CD	Opt	76	32	41x2½	54x3	½
86	381	4.2	236	40.8	88-2400	H	C	N	7-2¾	13 1/16	FP	No	Zen	M	DR	DR	D.BL	Pe	Spi	Tim 26050H	Ros	L4IHV	690	P	TD	Opt	76	36	41x2½	54x3	½
87	427	4.2	268	45.9	100-2600	H	C	N	7-2¾	13 1/16	FP	No	Zen	M	DR	DR	D.BL	Pe	Spi	Tim 26050H	Ros	L4IHV	717	P	TD	Opt	76	36	41x2½	54x3	½
88	201	5.5	142	21.6	63-2900	L	G	C	4-2⅜	7	CC	No	Zen	V	AL	AL	dp.Lo	Pe	Spi	Tim 30000H	Ros	L4IH	268	p	TX	126	70	34	38x2½	54x2½	N
89	224	4.7	145	25.3	61-2750	L	G	C	4-2⅜	7 11/16	PC	No	Zen	V	AL	AL	dp.Lo	Pe	Spi	Tim 30000H	Ros	L4IH	268	p	TX	126	70	34	38x2½	54x2½	½
90	224	4.7	145	25.3	61-2750	L	G	C	4-2⅜	7 11/16	PC	No	Zen	V	AL	AL	dp.Lo	Pe	Blo	Shu 5427	Ros	L4IH	306	E	TX	126	70	34	38x2½	54x2½	½
91	268	5.3	184	28.8	96-3400	L	C	C	5-2⅜	8⅝	CC	Ha	Zen	M	AL	AL	dp.Lo	Pe	Blo	Shu 5427	Ros	L4IH	306	E	TD	126	71	34	38x2½	54x2½	½
92	268	5.3	184	28.8	96-3400	L	C	C	5-2⅜	8⅝	CC	Ha	Zen	M	AL	AL	dp.Lo	Mo	Blo	Shu 5432	Ros	L4IHV	354	E	TD	Opt	88	34	38x2½	54x2½	½
93	298	5.2	205	33.8	115-3300	L	C	C	5-2⅜	10	PC	Ha	Zen	M	AL	AL	dp.Lo	Mo	Spi	Shu 5432	Ros	L4IHV	354	E	TD	Opt	88	34	38x2½	54x2½	½
94	298	5.2	205	33.8	115-3300	L	C	C	5-2⅜	10	PC	Ha	Zen	M	AL	AL	dp.Lo	Mo	Spi	Shu 5572	Ros	L4IHV	397	E	TD	Opt	88	33½	42x3	56x3	½
95	298	5.2	205	33.8	115-3300	L	C	C	5-2⅜	10	PC	Ha	Zen	M	AL	AL	dp.Lo	Mo	Spi	Shu 5572	Ros	L4IHV	643	E	TD	Opt	85	33½	42x3	56x3	½
96	780	4.7	475	66.1	156-1800	L	G	A	7-3	16⅛	FP	Str	Zen	M	NE	LN	dp.BL	GO	Spi	Tim 27450tw	Ros	T6IA	720	a	FD	181½	101½	34¼	42½x3	61x5	½
97	462	4.5	300	45.9	102-2400	L	G	C	7-3	13⅞	FP	Wa	Str	M	AL	AL	D.BL	Ch	Spi	Tim 26450	Ros	TWsRIA	536	a	TD	Opt	107 1/16	35½	44½x3	60x4	N
98	411	4.2	236	40.0	89-2400	H	C	C	7-2¾	13	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 35100tw	Ros	Ws6IA	459	a	TD	Opt	Opt	34	40x2½	56x4	½
99	427	4.2	268	45.9	100-2600	H	C	C	7-2¾	13	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 26450W	Ros	Ws6IA	525	a	TD	Opt	Opt	34	46x3	56x4	½
100	427	4.2	268	45.9	100-2600	H	C	C	7-2¾	13	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 27450W	Ros	Ws6IA	536	a	TD	Opt	Opt	34	46x3	66x4	½
101	611	4.5	384	54.1	127-2300	L	G	A	7-3	13 11/16	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 27450W	Ros	Ws6IA	720	a	TD	Opt	Opt	34	46x3	66x4	½
102	427	...	...	45.9	100-2600	H	C	N	7-2¾	13 1/16	FP	Co	Zen	V	DR	DR	P.BL	Pe	Blo	Tim 36020H	Ros	L6IHV	...	...	TX	132	80	33	48x3	64x4	½
103	427	...	...	45.9	100-2600	H	C	N	7-2¾	13 1/16	FP	Co	Zen	V	DR	DR	dp.BL	Pe	Blo	Tim 36020tw	Ros	TrIA	...	...	TX	132	80	33	48x3	64x5	½
104	611	...	...	54.2	127-2300	L	G	A	7-3	13 11/16	FP	Co	Zen	M	DR	DR	dp.BL	Pe	Blo	Tim 36020tw	Ros	TrIA	...	...	TX	126¼	74¼	33	45½x3	64x5	½
105	428	4.4	280	45.9	93-2200	L	G	C	7-3	14	PC	Ha	Zen	M	AL	AL	D.Co	GO	SpP	Shu 5582B	Ros	L6IHV	571	a	TD	162	103	34	45¼x2½	58x4	N
106	501	4.4	330	48.6	111-2200	L	G	C	7-3	12½	PC	Ha	Zen	M	AL	AL	D.Co	GO	SpB	Tim 16300	Ros	Ws4IA	238	a	TD	162	100¼	37	46x3	50x4	N
107	529	4.4	350	51.3	114-2200	L	G	C	7-3	12½	PC	Ha	Zen	M	AL	AL	D.Co	GO	SpB	Shu	Ros	Ws4IA	238	a	TD	138¾	94¾	37	46x3	50x4	N
108	677	...	418	60.0	127-2000	L	G	C	4-3½	11⅜	PC	Wa	Zen	M	LN	LN	D.BL	GO	SpB	Shu	Ros	Ws4IA	238	a	TD	141	93	37	46x3	50x4	N
109	196	4.6	124	21.0	48-2800	L	G	A	3-2¼	6⅛	FP	No	Car	M	DR	DR	P.BB	Fe	Own	Own	Own	O4IH	175	a	TX	117½	70	34¼	36x1¾	43⅜x3	N
110	211	5.3	134	25.3	60-3100	L	C	S	4-2¼	6¼	FP	No	Car	M	DR	DR	P.BB	Fe	Own	Own	Own	O4IH	175	a	TX	117½	80½	34½	36x1¾	43⅜x3	N
111	217	5.8	144	25.3	75-3200	L	C	S	4-2¼	6¼	FP	Ha	Car	M	DR	DR	P.BB	Fe	Own	Own	Own	O4IH	365	a	TX	145	70	38 1/16	39x2	43⅜x3	N
112	572	4.3	358	48.6	114-1900	L	G	C	4-3	10 1/16	PC	Bu	Zen	E	LN	LN	D.Fu	On	Blo	Shu 615	Ros	WrIMV	960	a	CX	240	140	36	48x3	65x3½	N
113	381	4.4	240	40.8	82-2200	L	G	A	7-2⅝	12½	FP	No	Zen	V	DR	DR	P.BL	Pe	PeS	Tim 33020	Ros	L4rIHV	459	H	TX	168	91⅛	33½	37x2½	46x3½	N
114	462	4.5	340	51.3	108-2000	L	G	A	7-3	13⅞	PC	No	Zen	V	DR	DR	P.BL	Pe	PeS	Tim 35000N	Ros	WsrIA	630	H	FD	192	114⅝	34	41x3	46x3½	N
115	462	4.5	340	51.3	108-2000	L	G	A	7-3	13⅞	PC	No	Zen	V	DR	DR	P.BL	Pe	PeS	Tim 35000N	Ros	WsrIA	630	H	FD	192	114⅝	34	41x3	46x3½	N
116	462	4.5	340	51.3	108-2000	L	G	A	7-3	13⅞	PC	No	Zen	V	DR	DR	P.BL	Pe	PeS	Tim 35000N	Ros	WsrIA	630	H	FD	192	114⅝	34	41x3	46x3½	N
117	462	4.5	340	51.3	108-2000	L	G	A	7-3	13⅞	PC	No	Zen	V	DR	DR	P.BL	Pe	PeS	Tim 35000N	Ros	WsrIA	630	H	FD	192	114⅝	34	41x3	46x3½	N
118	549	4.6	330	48.6	100-2000	L	G	A	4-3½	11⅜	PC	No	Zen	V	DR	DR	P.BL	Pe	PeS	Tim 36020	Ros	WsrIA	630	H	FD	213½	149¾	34	42½x3	49½x4	N
119	549	4.6	330	48.6	100-2000	L	G	A	4-3½	11⅜	PC	No	Zen	V	DR	DR	P.BL	Pe	PeS	Tim 36020	Ros	WsrIA	630	H	FD	213½	149¾	34	42½x3	49½x4	N

Line Number	MAKE AND MODEL	Wheels Driven—6-Wheelers	GENERAL (See Keynote) Tonnage Rating	Chassis Price	Standard Wheelbase	Max. W. B. Furnished	Gross Vehicle Weight	Chassis Wt. (Stripped)	TIRE SIZE Front	TIRE SIZE Rear	MAJOR UNITS ENGINE Make and Model	ENGINE No. of Cylinders Bore and Stroke	TRANSMISSION Make and Model	TRANSMISSION Location and Forward Speeds	TRANSMISSION Aux. Location and Speeds	REAR AXLE Make and Model	REAR AXLE Gear and Type	REAR AXLE Drive and Torque	REAR AXLE GEAR RATIOS In High	REAR AXLE GEAR RATIOS In Low	FRAME Side Rail Dimensions	FRAME Type
1	Federal..D2SW	2R	2½–3	1050	140	182	12500	3925	B6.00/20	P32x6	Con W10	4–3⅞x4¼	WG T9	U 4	No	Cla B373A	SF	H	6.38	40.8	6x2¾x¼	C
2	.....E2SW	2R	2½–3	1150	145	187	12500	3975	B6.00/20	P32x6	Con 17E	6–3¾x4	WG T9	U 4	No	Cla B373A	SF	H	6.38	40.8	6x2¾x¼	C
3	.....D2D	4R	2½–3	1350	140	182	12500	4235	B6.00/20	P32x6	Con W10	4–3⅞x4¼	WG T9	U 4	No	Cla B373A	BF	H	6.38	40.8	6x2¾x¼	C
4	.....E2D	4R	2½–3	1450	145	187	12500	4310	B6.00/20	P32x6	Con 17E	6–3¾x4	WG T9	U 4	No	Cla B373A	BF	H	6.38	40.8	6x2¾x¼	C
5	.....A6SW	2R	4	2195	164	182	18500	5620	P32x6	DP32x6	Con 16C	6–3⅝x4⅜	Own 7776	A 4	No	Cla B610A	BF	H	6.38	38.5	6x3½x¼	C
6	.....A600SW	2R	4½–5	2395	170	206	20000	6100	B7.50/20	DB7.50/20	Con E600	6–3⅞x4½	Own 7784	A 4	No	Cla B642	BF	H	6.43	41.9	6x3½x¼	P
7	.....A600D	4R	4½–5	2795	170	206	20000	6300	B7.50/20	DB7.50/20	Con E600	6–3⅞x4½	Own 7784	A 4	No	Cla B642	BF	H	6.43	41.9	6x3½x¼	P
8	.....T10SW	2R	8	3895	188	224	28000	9600	P34x7	DP34x7	Con 18R	6–4x4½	BL 607	A 7	No	Tim 58200H	BF	H	7.8	74.1	7½x3½x¼	P
9	F.W.D....MX6	Op	10–15	10500	170	200	42750	15000	P40x10	DP40x10	Wau RB	6–5x5¾	BL 714	U 4	A 2	Wis	2F	H	8.36	173.	10x3x⅛	C
10	.....X6	4F	6–10	6400	170	Op	24000	9500	P36x8	P36x8	Wau 8RL	6–4¾x5½	Own U	A 5	Op	Own X	BF	H	8.9	88.6	7x3x⅛	C
11	(6)Gen.Mo.T90	4R	5–7½	5285	185	220	28000	9400	B7.50/20	DB7.50/20	Own 331	6–3¾x5	Own	U 4	A 3	Own	WF	H	9.25	129.	9⅛x3½x⅛	L
12	.....T95	4R	7–11	7695	189	224	40000	13250	P34x7	DP34x7	Own 525	6–4½x5½	Own	U 4	Op	Own	WF	R	8.50	53.3	9⅛x4x⅛	L
13	G-P....75-6SW	4R	6–8	6440	174	Op	28000	9500	B9.75/20	B11.25/20	Wau 8RL	6–4¾x5½	Fu VUOG	U 5	No	Tim SW200	WF	R	7.50	53.0	11x3½x⅛	L
14	.....75-8SW	4R	6–8	6400	174	Op	28000	9500	B9.75/20	B11.25/20	Lyc AEC	8–3¾x4¾	Fu VUOG	U 5	No	Tim SW200	WF	R	7.50	53.0	11x3½x⅛	L
15	.....85-6SW	4R	8–10	8695	169	Op	36000	12000	B10.50/24	B12.75/24	Wau 6AB	6–4½x5¾	Fu MHU	U 4	A 3	Wis SD310	DF	R	8.50	10.6	12x3½x⅛	L
16	.....95-6SW	4R	10–12	9640	176	Op	40500	13000	B10.50/24	B13.50/24	Wau 6RB	6–5x5¾	Fu MUH	U 4	A 3	Wis SD410	DF	R	10.2	128.	14x3½x⅛	L
17	H'ndricks n22D	4R	2–6	3900	Op	Op	22000	7000	B7.50/20	DB7.50/20	Wau MK	6–4½x4¾	Fu JVU	U 5	No	Own 985	2B	A	Opt	Opt	6x2½x⅛	P
18	.....36D	4R	5–12	6600	Op	Op	36000	11200	B9.75/20	DB9.75/20	Wau 6SRL	6–4⅝x5½	Fu VU	U 5	No	Own 2513X	2B	A	Opt	Opt	8x3x⅛	P
19	.....38D	4R	12	8000	Op	Op	38000	13200	B9.75/20	DB9.75/20	Wau 6SRL	6–4⅝x5½	BL 60–7	A 7	No	Eat 44000	2F	A	Opt	Opt	8x3x⅛	P
20	.....44D	4R	12	9000	Op	Op	44000	14000	B9.75/22	DB9.75/22	Wau RB	6–5x5¾	BL 70–7	A 7	No	Eat 44000	2F	A	Opt	Opt	8x3x⅛	P
21	Hug.....99	4R	10	1030₂	148	148	58500	15100	S36x8	S40x16	Bud GF6	6–4¾x6	BL 714-703	U 4	A 3	Wis SD410	2F	R	10.3	139	9x4⅛x⅜	I
22	Ind..95SBT-150	2C	.....	1675	168	186	20000	5500	P32x6	DP32x6	Her JXC	6–3¾x4¼	BL 224	U 4	No	Tim SBT150	SF	T	7.4	45.8	7⅛x2¾x½	C
23	.....95SW 75	4R	.....	1735	168	186	20000	5800	P32x6	DP32x6	Her JXC	6–3¾x4¼	BL 224	U 4	No	Tim SW75	WF	T	7.4	45.8	7⅛x2¾x½	C
24	....17SBT251	2C	.....	3250	188	224	28000	8200	P34x7	DP34x7	Her YXC	6–4⅜x4¾	BL 334	U 4	Op	Tim SBT251	BF	R	6.1	37.8	8¼x3x⅛	TL
25	.....17SW251	4R	.....	3475	188	224	28000	8500	P34x7	DP34x7	Her YXC	6–4⅜x4¾	BL 334	U 4	Op	Tim SW251	WF	R	6.2	38.1	8¼x3x⅛	TL
26	Ken....186SDT	2C	.....	6450	.....	.....	.....	.....	B9.00/20	DB9.00/20	Her YXC2	6–4½x4¾	BL 1554	U 4	A 3	Tim 8dt310w	2F	H	7.33	104.	9x3x⅛	T
27	.....241SDT	2C	.....	6850	.....	.....	.....	.....	B9.00/20	DB9.00/20	Her RXB	6–4½x5½	BL 714	U 4	A 3	Tim 8dt310w	2F	H	7.33	85.5	9x3x⅛	T
28	.....346A	4R	.....	8800	.....	.....	.....	.....	B9.75/20	DB9.75/20	HaS 160	6–4¼x5½	BL 714	U 4	A 3	Tim 310W	WF	H	7.25	84.5	8x3x⅛	C
29	.....346B	4R	.....	8550	.....	.....	.....	.....	B9.75/20	DB9.75/20	Bud GF-6	6–4¾x6	BL 714	U 4	A 3	Tim 310W	WF	H	7.25	98.4	8x3x⅛	C
30	.....346C	4R	.....	9500	.....	.....	.....	.....	B9.75/20	DB9.75/20	HaS 175	6–5x6	BL 714	U 4	A 3	Tim 310W	WF	H	7.25	98.4	8x3x⅛	C
31	.....386C	4R	.....	1020u	.....	.....	.....	.....	B9.75/20	DB9.75/20	HaS 175	6–5x6	BL 714	U 4	A 3	Tim SW410w	WF	H	7.60	103.	8x3x⅛	C
32	Kleiber.....280	4R	7½	6000	201	210	28000	10060	B9.00/20	DB9.00/20	Con 20R	6–4⅛x4¾	BL 714-60	A 7	A 7	Tim Sw200tw	WF	R	7.75	73.6	7x3½x⅛	P
33	340	4R	10	7000	210	215	34000	11900	B9.75/20	DB9.75/20	Con 21R	6–4⅜x3¾	BL 714–60	A 7	A 3	Tim Sw300W	WF	R	9.33	88.6	8x3½x⅛	P
34	.....340T	4R	10	8000	215	225	34000	13650	B9.75/20	DB9.75/20	Con 22R	6–4½x5¼	BL 714–60	A 7	A 3	Tim Sw400W	WF	R	10.3	98.1	8x3½x⅛	C
35	La Fran-R...Q6	4R	9–12	12000	Op	260	40000	14900	B10.50/20	DB10.50/20	Own 312B	12–4x5	BL 714	U 4	No	Tim SWD410	WF	Opt	Opt	Opt	12x3½x¼	L
36	LeMoon(9)..701	4R	5–6	4475	187	199	25500	8500	B8.25/20	DB8.25/20	Lyc AEC	8–3¾x4¾	Fu VUOG	U 5	No	Tl 63703-97H	WF	R	6.20	43.8	7x4x¼	B
37	801	4R	6–7	5100	187	199	32500	9720	B9.00/20	DB9.00/20	Lyc AEC	8–3¾x4¾	Fu VOUG	U 5	No	Tl 65703-97H	WF	H	6.75	47.7	7x4x¼	B
38	802	4R	6–7	5350	187	199	32500	9800	B9.00/20	DB9.00/20	Wau 6SRL	6–4½x5½	Fu VOUG	U 5	No	T65703-97tW	WF	H	6.75	47.7	7x4x¼	B
39	900	4R	7–8	6775	191	203	36000	12000	B9.75/20	DB9.75/20	Wau 6SRL	6–4⅝x5½	BL 607	A 7	No	TimSW310W	WF	H	9.25	86.9	9x4x⅛	B
40	1000	4R	8–10	7950	196	208	40000	12600	B9.75/24	DB9.75/24	Wau 6AB	6–4½x5¾	BL 714	U 4	3	TimSW310W	WF	H	9.25	128.	9x4x⅛	B
41	1200	4R	10–12	8500	196	208	40000	14000	B9.75/24	DB9.75/24	Wau 6RB	6–5x5¾	BL 714	U 4	3	TimSW410W	WF	H	9.25	128.	9x4x⅛	B
42	Maccar...SW86	4R	10–12	9000	216	260	38700	.....	B10.50/20	DB10.50/20	Her RXCP	6–4⅝x5¾	BL 615	A 5	No	Tim spec.	W4	..	9.0	59.	12x3x¼	T
43	Mack.....AC	4R	8–15	8500	217	257	45450	14550	P40x8	DP40x8	Own BK	6–4½x5½	Own AC	J 4	No	Own AC	CD	A	9.26	59.4	8x3x⅛	C
44	.....AK	4R	8–15	9000	217	257	41350	15900	B9.75/22	DB9.75/22	Own BK	6–4½x5½	Own AC	A 4	No	Own AK6	2F	A	7.46	47.8	8⅝x3x⅛	C
45	.....AP	4R	8–15	10500	217	257	40300	14850	P40x8	DP40x8	Own AP	6–5x6	Own AC	J 4	No	Own AP	CD	R	9.26	59.4	8⅝x3x⅛	C
46	.....AP	4R	8–15	11000	217	257	41550	16400	B9.75/22	DB9.75/22	Own AP	6–5x6	Own AC	A 4	No	Own AK6	2F	A	7.46	47.8	8⅝x3x⅛	C
47	Mor'd RR15AT....	4		2100	170	Op	15500	5000	B6.50/20	DB6.50/20	Her JXC	6–3¾x4¼	BL 124	U 4	No	Tim SBT75	SF	R	5.66	35.0	7⅛x2½x¼	.....
48	P.-A..34L50184	.....	.....	(11)	200	200	34000	13200	B9.75/20	DB9.75/20	Her RXB	6–4½x5½	Co TNU	U 4	Op	Tim SW310	W	A	9.25	49.0	10x3x⅛	C
49	.....34K61184	.....	.....	(11)	200	200	34000	14200	B9.75/20	DB9.75/20	Her GXA	6–4¾x5¾	Own618290	U 4	Op	Tim SW310	W	A	7.75	40.6	10x3x⅛	C
50	.....44K77984	.....	.....	(11)	200	200	44000	14500	B10.50/20	DB10.50/20	Her HXA	6–5¼x6	Own618290	U4	Op	Tim SW410	W	A	9.	47.2	10x3x⅛	C
51	Relay....60SW	2R	10	6545	175	205	36500	12000	P38x7	DP40x8	Bud BA6	6–4½x5½	Fu VU16	U 5	No	Own 60	2R	..	9.09	63.6	8½x3½x⅛	P
52	Sterling FDS180....	8–10		8925	158	Op	.....	12850	P40x8	DP40x8	Wau AB	6–4½x5¾	Own UC8	U 4	A 4	Tim 310	2F	R	9.1	113.	15x3¼x¼	C
53	.....FDS200....	10–12		9510	159	Op	.....	13550	P40x8	DP40x8	Wau RB	6–5x5¾	Own UC8	U 4	A 4	Tim 410	2F	R	9.1	113.	15x3¼x¼	C
54	.....FCS170	4R	10	10210	Op	Op	.....	14100	P36x8	DP36x8	Wau HB	6–4¼–5¾	Own UC2	U 4	A 3	Own	CD	R	9.5	63.2	15x3¼x¼	C
55	.....FCS180	4R	12	10405	Op	Op	.....	14450	P40x8	DP40x8	Wau AB	6–4½–5¾	Own UC8	U 4	A 3	Own	CD	R	9.5	59.6	15x3½x¼	C
56	.....FCS210	4R	15–18	10825	Op	Op	.....	14750	P40x8	DP40x8	Wau RB	6–5x5¾	Own UC8	U 4	A 3	Own	CD	R	9.5	59.6	15x3½x¼	C
57	Wht..630SW200	4R	5–6	6245	193	205	.....	10000	B8.25/20	DB8.25/20	Own 3AD	6–4x5¼	Own 4B	U 4	No	Tim SW200H	WF	R	6.75	44.2	8½x3⅛x⅛	C
58	...642SW310	4R	7–9	8025	198	210	.....	12670	B9.00/20	DB9.00/20	Own 1AB	6–4¾x5¾	Own 7B	U 4	No	TimSW310W	WF	R	8.5	55.6	8½x3⅛x⅛	C
59	...643SW410	4R	9–11	8550	198	215	.....	14400	P40x8	DP40x8	Own 1AB	6–4¾x5¾	Own 7B	U 4	No	TimSW410W	WF	R	10.2	69.1	8½x3⅛x5⅛	C

KEY TO ABBREVIATIONS AND REFERENCE MARKS

GENERAL

Chassis Price—Chassis price quoted applies to the standard wheelbase and specifications listed. All prices are F.O.B. factory.

Gross Vehicle Weight—Is chassis weight, plus body and cab, plus payload. Gross vehicle weight given is governed by the tires specified.

Chassis Weight Stripped—Includes gas, oil and water and all things included in chassis price. Does not include the weight of cab.

Maximum Brake H. P. at Given R.P.M.—Is actual dynamometer reading without accessories.

Tractors—Unless given the designation N (meaning not available as tractor), all standard models may be assumed to be available as tractors.

(N) Not available as tractor.

(T) This designation accompanying a model number indicates vehicle is specifically designed for tractor use only.

(1) **Dodge Six Wheelers**—Chassis Weight figures not yet available, will be for next issue.

(2) **Chevrolet**—Utility model with dual 30x5 rear tires lists at $545.

(3) **Corbitt**—Larger engines and corresponding transmissions, clutches, axles etc., provided on all models of Corbitt trucks when type of service requires them. Wheelbases of tractor models depend upon types of cabs and trailers chosen Cab to Rear of Frame and Cab to Rear Axle dimensions vary with such choice.

(4) **Day Elder**—Model 75—1½ ton—same specifications except price—$945, and larger tire size—B6.00/20 front and DB6.00/20 rear.

(5) **Dodge**—F-61 available as special tractor truck with 146-inch wheelbase with model designation of F-60, at $2645. G-81 available as special tractor truck with 146-inch wheelbase with model designation of G-80, at $5250.

(6) **General Motors**—Gross vehicle weight indicated for each model in table is the **Straight Rating** (combined weight of chassis, body, equipment and payload) for which chassis is designed and guaranteed to satisfactorily operate under average conditions. The size of the tires used does not affect this **Straight Rating,** but to secure maximum tire mileage it is suggested that the total gross weight be limited to a "recommended gross weight" for each tire equipment (type number) based on tire capacity and assuming nominal body allowance will result in payload range for each model as shown. Models T-15 to T-61 inclusive are also available for export only as coach chassis. Double reduction axles optional in Models T-45, T-51, T-61, T-83 and T-95 at extra cost. Trailing type axles available on Model T-95 at price deduction.

(7) **Grass Premier**—Eight cylinder engines available on following models: 45-6 with Lyc. GU at $2700 list; 55-6 with Lyc. HF at $3355; 65-6 with Lyc. AEC at $4065; 35 T-6 with Lyc. GU at $1665; 45 T-6 with Lyc. HF at $3185.

(8) **International Harvester**—A-1, ¾ ton, same as A-2 except less spring leaves and smaller tires.

(9) **LeMoon**—Model 600 available with Lyc. AEC at same cost. Models 701 and 801 available with Waukesha 6SRL at same cost.

(11) **Pierce-Arrow**—Prices not established by factory in time for publication. Prices assured for next issue.

†**Reo**—Models 1C and 1D are the longer wheelbase editions of Models 1A and 1B. The frame dimension of both is 7x2¾x⅛.

(12) **White**—The maximum ratings are for ideal operating conditions and the minimum for extremely difficult conditions; the ranges between are for varying operating conditions. Each model shown is furnished with different specifications for different ratings.

MAKES—ALL

AB—American Bosch.
AL—Auto Lite.

B—Bendix.
BB—Borg & Beck.
BE—Bendix front, Eaton rear.
BL—Brown-Lipe.
BO—Bendix front, Own rear.
Bf—Bethlehem.
Blo—Blood.
Bu or Bud—Buda.

C or Col—Columbia.
CB—Columbia front, Bendix rear.
Car—Carter.
Ch—Chicago.
Cl or Cla—Clark.
Cle—Cleveland.
Co—Covert (transmission).
Co—Continental (governor).
Con—Continental.
Cot—Cotta Gear.

DG—Detroit Gear and Machine.
DR—Delco Remy.

Eat—Eaton.
Ei—Eisemann.

Fe—Fedders.
Fu—Fuller.

Ge—Gemmer.
GO—G. & O.

Ha—Handy (governor).
Ha—Hannum (steering gear).
HaS—American Car & Fdry.
Her—Hercules.
HS—Merchant & Evans (clutch).
HS—American Car & Fdry. (governor).

Jac—Saginaw.
Jo—Jones.

KP—Handy.

L—Lockheed.
LN—Leece Neville.
Lo—Long.
LO—Lockheed front, Own rear.
Lyc—Lycoming.

Mc—McCord.
Ma—Marvel.
ME—Merchant & Evans.
MM—Mechanics Mach.
Mo—Modine (radiator).
Mo—Monarch (governor).

NE—North East.
No—Not supplied.
ns—No Standard.

O or Ow—Own.
Op or Opt—Optional.

Pe—Pierce (governor).
Pe—Perfex (radiator).
Pet—Peters.
PeS—Peters and Spicer.
PS—Peters & Snead.

RB—Robt. Bosch.
Ro—Rockford.
Ros—Ross.

S—Steeldraulic.
Sal—Salisbury.
Sc—Scintilla.
Sch—Wheeler-Schebler.
She—Sheldon.
Shu—Shuler.
SpB—Spicer and Blood.
Spi—Spicer.
SpP—Spicer and Pick.
Ste—Detroit Lubro. (carburetor).
Ste or St—Sterling.
Str—Stromberg.

Ti—Tillotson.
T or Tim—Timken.
TO—Timken front, Own rear.

WG—Warner Gear.
Wa or War—Warner Corp. (steering gear)
Wa—Waukesha (governor).
Wau—Waukesha.
W or Wis—Wisconsin.
Wo—Wohlrab.
Ws—Westinghouse.

Yo—Young.

Zen—Zenith.

Line Number	ENGINE DETAILS: Piston Displacement	Compression Ratio	Torque lb. ft.	N.A.C.C. Rated H.P.	Max. Brake H.P. at R.P.M. Given	Valve Arrangement	Camshaft Drive	Piston Material	MAIN BEARINGS: Number and Diameter	MAIN BEARINGS: Length	Oiling System Type	Governor Make	FUEL SYST.: Carburetors Make	FUEL SYST.: Fuel Feed	ELECTRICAL: Ignition System Make	ELECTRICAL: Generator, Starter Make	Clutch Type and Make	Radiator Make	Universals Make	FRONT AXLE: Make and Model	Steering Gear Make	BRAKES: SERVICE: Make, Location, Operation	BRAKES: SERVICE: Lining Area	BRAKES: SERVICE: Drum Material	BRAKES: Hand Type, Location	BODY MOUNTING DATA: Cab to Rear of Frame	BODY MOUNTING DATA: Cab to Rear Axle	BODY MOUNTING DATA: Width of Frame	SPRINGS: Front	SPRINGS: Rear	SPRINGS: Auxiliary Type
1	200	4.7	126	24.0	48–2500	L	C	A	3–2¼	5⅞	CC	Mo	Zen	M	DR	DR	P.BB	Lo	Cle	Cla F212	Ge	L6IH	566	P	TX	123	64¼	34	38x2¼	40½x2½	N
2	215	5.1	137	27.3	60–2600	L	C	A	7–2⅛	9⅛	CC	Mo	Zen	M	DR	DR	P.BB	Lo	Cle	Cla F212	Ge	L6IH	566	P	TX	118	63¾	34	38x2¼	40½x2½	N
3	200	4.7	126	24.0	48–2500	L	C	A	3–2¼	5⅞	CC	Mo	Zen	M	DR	DR	P.BB	Lo	Cle	Cla F212	Ge	L6IH	566	P	TX	123	64¼	34	38x2¼	40½x2½	N
4	215	5.1	137	27.3	60–2600	L	C	A	7–2⅛	9⅛	CC	Mo	Zen	M	DR	DR	P.BB	Lo	Cle	Cla F212	Ge	L6IH	566	P	TX	118	63¾	34	38x2¼	40½x2½	N
5	248	5.0	150	27.3	64–2600	L	C	A	7–2⅜	10⅛	CC	KP	Zen	V	DR	DR	P.BB	Lo	Cle	Cla F304	Ros	L6IHV	675	a	TI	158	84	34	40x2½	44x3	N
6	288	4.6	181	32.6	73–2600	L	G	C	7–2⅝	11⅛	CC	KP	Zen	M	DR	DR	P.BB	Lo	PS	Cla F304	Ros	L6IHV	675	a	TI	155	84	34	40x2½	44x3	N
7	288	4.6	181	32.6	73–2600	L	G	C	7–2⅝	11⅛	CC	KP	Zen	M	DR	DR	P.BB	Lo	PS	Cla F304	Ros	L6IHV	675	a	TI	155	84	34	40x2½	44x3	N
8	339	4.2	212	38.4	80–2200	H	C	C	7–2¾	13⅛	FP	KP	Zen	M	DR	DR	P.BB	Lo	PS	Own 7738	Ros	L6IHV	988	a	TI	182	102	34	42x2½	50x3½	N
9	677	4.4	460	60.0	125–2000	L	G	C	4–3½	11⅛	PC	Wa	Zen	M	NE	NE	D.BL	Pe	Blo	Wis	Ros	B61MV	504	G	T4	220	145	34	48x3½	40x5	N
10	462	4.5	300	45.9	102–2400	L	G	C	7–3	13⅛	PC	Wa	Zen	M	RB	NE	D.BL	Pe	Blo	Own M	Ros	B61MV	541	G	4M	180	137	36	42¾ x2½	44x3	N
11	331	4.4	230	34.7	94–2500	H	G	A	4–2½	8⅛	PC	Ha	Str	M	DR	DR	D.Ow	Lo	Cle	Own	Jac	Br1A	557	a	TD	161	100¼	34½	40x3	50x4	¼
12	525	4.5	380	48.6	128–2100	H	C	A	7–2¾	14⅛	FP	Ha	Str	M	DR	DR	D.Ow	Lo	Spi	Own	Jac	B6IA	817	a	TX	161	100	34⅛	50x3½	45x4	N
13	462	4.6	300	45.9	100–2400	L	G	C	7–3	13⅛	PC	Wa	Str	M	AL	AL	D.Fu	Ow	MM	Tim 26450H	Ros	L6IH	774	a	CD	.....	.....	34	40x3	58x4	½
14	420	5.2	300	45.0	135–3000	L	G	C	5–2¾	11⅛	FP	....	Str	M	AL	AL	D.Fu	Ow	MM	Tim 26450H	Ros	L6IH	774	a	CD	.....	.....	34	40x3	58x4	½
15	549	4.5	335	48.6	100–2000	L	G	C	4–3½	11⅜	PC	Wa	Str	M	AL	AL	D.Fu	Ow	MM	Tim 27450tW	Ros	B6IM	624	a	CD	.....	.....	34	40x3	58x4	½
16	677	4.4	460	60.0	125–2000	L	G	C	4–3½	11⅜	PC	Wa	Str	M	AL	AL	D.Fu	Ow	MM	Tim 27450tW	Ros	B6IM	624	a	CD	.....	.....	34	40x3	58x4	½
17	381	4.6	240	40.8	87–2500	L	G	C	7–2⅝	12½	PC	Wa	Zen	M	AL	AL	D.Fu	Ch	Blo	Cla F318	Ros	L4IHV	295	P	TX	Opt	Opt	34	40 ⅛ x3½	31x3	N
18	462	4.6	300	45.9	97–2000	L	G	C	7–3	13⅛	PC	Wa	Zen	M	AL	AL	D.Fu	Ch	Blo	Tim 27450	Ros	L4IHV	504	G	TX	Opt	Opt	34	40 ¼ x3½	35½x4	N
19	462	4.6	300	45.9	97–2000	L	G	C	7–3	13⅛	PC	Wa	Zen	M	AL	AL	D.BL	Ch	Blo	Tim 27450	Ros	Ws4IA	780	G	TX	Opt	Opt	36	40¼ x3½	66x4	N
20	677	4.7	440	60.0	126–1850	L	G	C	4–3½	10⅛	PC	Wa	Zen	M	AL	AL	D.BL	Ch	Blo	Tim 27450	Ros	Ws4IA	780	G	TX	Opt	Opt	36	43x3½	66x4	N
21	638	4.3	410	54.1	126–1850	L	G	C	4–3	10⅛	PC	Pe	Zen	M	RB	DR	dp. BL	Yo	Blo	Shu 715–11	Ros	Wr1A	792	G	TD	139	88¼	38½	41½x3	53x4	N
22	282	5.3	186	33.7	90–2500	L	G	A	7–2½	10⅛	CC	No	Str	M	AL	AL	P.BB	Yo	Spi	Tim 31020	Ros	L6IHV	559	G	TX	140	83	34	37x2¼	44x4	N
23	282	5.3	186	33.7	90–2500	L	G	A	7–2½	10⅛	CC	No	Str	M	AL	AL	P.BB	Yo	Spi	Tim 8W75	Ros	L6IHV	459	G	TX	140	83	34	37x2¼	47x3	N
24	428	4.4	283	45.9	94–2200	L	G	A	7–3	14	CC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Shu 5582B	Ros	L4IHV	625	G	CD	168	101	34½	40x2½	54x3	½
25	428	4.4	283	45.9	94–2200	L	G	A	7–3	14	CC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Shu 5582B	Ros	L4IHV	625	G	CD	168	101	34½	40x2½	54x3	½
26	453	4.7	300	48.6	98–2200	L	G	A	7–3	14	CC	Ha	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 35000N	Ros	Ws4rA	815	a	FD	.....	.....	33¾	42x3	56x4	½
27	501	4.9	330	48.6	110–2200	L	G	A	7–3	12½	CC	Ha	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 36020N	Ros	Ws4rA	815	a	FD	.....	.....	33¾	42x3	56x4	½
28	468	4.4	322	43.3	125–2400	H	C	A	4–2¾	10½	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 36020N	Ros	Ws4rA	815	a	FD	.....	.....	33¾	42x3	56x4	½
29	638	4.3	410	54.1	126–1850	L	G	C	4–3	10⅛	CC	Bu	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 36020N	Ros	Ws4rA	815	a	FD	.....	.....	33¾	42x3	56x4	½
30	707	4.4	506	60.0	170–2000	H	C	A	7–3¼	11⅛	FP	HS	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 36020N	Ros	Ws4rA	815	a	FD	.....	.....	33¾	42x3	56x4	½
31	707	4.4	506	60.0	170–2000	H	C	A	7–3¼	11⅛	FP	HS	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 36020N	Ros	Ws4rA	815	a	FD	.....	.....	33¾	42x3	56x4	½
32	411	4.2	236	40.0	89–2400	H	C	C	7–2¾	13	FP	No	Str	V	RB	DR	D.BL	Ow	Spi	Tim 16302	Ros	T4IA	848	G	TD	180	120	38	44x3	60x4	½
33	427	4.2	267	45.9	100–2600	H	C	C	7–2¾	13	FP	No	Str	V	RB	DR	D.BL	Ow	Spi	Tim 16302	Ros	T4IA	848	G	TD	180	130	38	44x3	60x4	½
34	638	4.3	340	54.0	120–2400	H	C	C	7–2¾	13⅛	FP	No	Str	V	RB	DR	D.BL	Ow	Spi	Tim 17300	Ros	T4IA	848	G	TD	204	130	38	44x3	60x4	½
35	754	5.1	510	76.7	240–2900	H	C	C	4–3½	10	PC	No	Zen	M	DR	DR	dp. Lo	Ow	Blo	Tim 27450tw	Ros	Ws6IA	....	Da	CD	.....	.....	34	44x3	None	N
36	420	5.2	300	44.4	130–2800	L	G	C	5–2¾	12¾	FP	Ha	Str	M	DR	DR	D.Fu	Ch	Spi	Tim 35000H	Ros	L6IHV	525	a	CD	162	108	34	39x2½	39x2½	N
37	420	5.2	300	44.4	130–2800	L	G	C	5–2¾	12¾	FP	Ha	Str	M	DR	DR	D.Fu	Ch	Spi	Tim 35000H	Ros	L6IHV	633	a	CD	162	108	34	39x2½	46x3½	N
38	462	4.5	300	45.9	98–2000	L	G	A	7–3	13⅞	PC	Wa	Str	M	AL	DR	D.Fu	Ch	Spi	Tim 35000tw	Ros	Ws6IA	711	a	CD	162	108	34	39x2½	46x3½	N
39	462	4.5	300	45.9	98–2000	L	G	A	7–3	13⅞	PC	Wa	Str	M	AL	DR	D.BL	Ch	Spi	Tim 26045tw	Ros	Ws6IA	966	a	CD	162	108	34	48x3½	53x4	N
40	549	4.5	332	48.6	100–2000	L	G	A	4–3½	11⅜	PC	Wa	Str	M	AL	LN	D.BL	Ch	Spi	Tim 26045tw	Ros	Ws6IA	966	a	CD	162	108	34	48x3½	53x4	N
41	677	4.6	460	60.0	127–2000	L	G	A	4–3½	11¾	PC	Wa	Str	M	AL	LN	D.BL	Ch	Spi	Tim 27045tw	Ros	Ws4IA	792	a	CD	162	108	34	48x3½	53x4	N
42	529	4.9	350	51.2	112–2000	L	G	S	7–3	14	PC	Ha	Zen	M	DR	DR	D.BL	Pe	Spi	Tim 26450tw	Ros	Ws6IA	....	a	TD	198	116	33	42x3	None	N
43	525	4.8	350	48.6	125–2300	L	G	C	4–3½	11⅛	PS	Ow	Str	V	RB	LN	P.Ow	Ow	Spi	Own AC	Ow	O6IA	760	a	FD	180	109	37⅝	48x3½	52x4	½
44	525	4.8	350	48.6	125–2300	L	G	C	4–3½	11⅛	PS	Ow	Str	V	RB	LN	P.Ow	Ow	Cle	Own AK	Ow	O6IA	852	a	FD	180	109	37	48x3½	52x4	½
45	706	4.8	427	60.0	138–1900	L	G	S	4–3½	11⅛	PS	Ow	Str	V	RB	LN	P.Ow	Ow	Spi	Own AK	Ow	O6IA	760	a	FD	180	109	37	48x3½	52x4	½
46	706	4.8	427	60.0	138–1900	L	G	S	4–3½	11⅛	PS	Ow	Str	V	RB	LN	P.Ow	Ow	Cle	Own AK	Ow	O6IA	852	a	FD	180	109	37	46⅞ x3½	52x4	½
47	282	5.0	176	33.8	73–2800	L	G	C	7–2½	10⅛	PC	No	Zen	M	AL	AL	P.BL	Lo	Spi	Tim 30000H	Ros	L6IH	420	a	TD	156	90	34	40x2½	44x3	N
48	501	4.6	330	48.6	110–2200	L	G	A	7–3	12½	PC	Ha	Zen	M	DR	DR	P.Lo	Lo	Cle	Tim 27050	Ha	T6IA	940	D	CD	186¼	118¼	34	41x3	56x4	½
49	611	4.5	410	54.1	130–2000	L	G	A	7–3½	16⅝	PC	Ha	Str	M	DR	DR	P.Lo	Lo	Spi	Tim 27050	Ros	T6IA	940	D	TX	180½	112½	34	41x3	56x4	½
50	779	4.5	510	66.1	150–1800	L	G	A	7–3½	16⅝	PC	Ha	Str	M	DR	DR	P.Lo	Lo	Spi	Tim 27050	Ros	T6IA	940	D	TX	180½	112⅛	34	41x3	56x4	½
51	411	4.5	270	40.8	83–2100	L	G	C	4–2½	12¼	FP	Bu	Zen	V	AL	AL	D.Fu	Lo	Blo	Tim 35000H	Ha	L4IH	744	P	FX	216	126½	34	42x2½	58x3	½
52	549	4.5	330	48.6	99–2000	L	G	C	4–3½	11⅜	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim	Ros	Ws4IA	576	a	CX	Opt	88	34	48x3	58x4	N
53	677	4.4	440	60.0	125–2000	L	G	C	4–3½	11⅜	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim	Ros	Ws4IA	792	a	CX	Opt	89	34	48x3	58x4	N
54	489	4.5	295	43.4	90–2000	L	G	C	4–3½	11⅜	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim	Ros	Ws4IA	792	s	CD	Opt	Opt	34	48x3	60x3½	N
55	549	4.5	330	48.6	99–2000	L	G	C	4–3½	11⅜	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim	Ros	Ws4IA	792	s	CD	Opt	Opt	34	48x3	60x3½	N
56	677	4.4	440	60.0	125–2000	L	G	A	4–3½	11⅜	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim	Ros	Ws4IA	792	s	CD	Opt	Opt	34	48x3	60x3½	N
57	396	4.9	250	38.4	100–2100	H	C	S	7–2¾	13½	FP	Ow	Zen	M	DR	DR	P.Ow	Ow	Spi	Own 6D	Ros	Lr41HV	514	a	CI	194⅛	109⅞	34⅛	42x3	51½x4	N
58	519	4.0	333	45.9	118–2100	H	C	S	7–3	15⅛	FP	Ow	Zen	E	LN	LN	dp.Ow	Ow	Spi	Own 12D	Ros	Ws6IA	833	a	CI	194¾	109¾	34⅛	42x3	42x4	N
59	519	4.0	333	45.9	118–2100	H	C	S	7–3	15⅛	FP	Ow	Zen	E	LN	LN	dp.Ow	Ow	Spi	Own 12D	Ros	Ws6IA	833	a	CI	194¾	109¾	34⅛	42x3	42x4	N

Key to Abbreviations and Reference Marks

BRAKES—SERVICE

Location

2—Two Wheels, rear only.
2/4—Two-wheel brakes effective on all four wheels through driveshaft.
4—Four Wheels, front and rear.
4r—Four Wheels, rear only.
6—Six Wheels, front and rear.
J—Jackshaft.
P—Propeller shaft.

Type

I—Internal.
X—External.

Operation

A—Air.
D—Hydraulic and mechanical.
H—Hydraulic.
M—Mechanical.
V—Vacuum.

BRAKES—HAND

Location

C—Center of double propeller shaft.
2—Rear wheels.
4—Four wheels.
R—Worm or bevel gearshaft.
T—Transmission.
F—Driveshaft.

Type

D—Tru-Stop disk.
I—Internal.
X—External.

BRAKE DRUMS

Material

a—Cast alloy iron.
A—American Car Fdry.
D—Dayton.
E—Ermalite.
G—Gunite.
H—Hunt Spiller.
c—Cast iron.
f—Forged steel.
p—Pressed steel.
P—Pressed steel.
s—Cast steel.
(Where a combination of any of the above is used, the first reference mark applies to the front and the second to the rear drums.)

CLUTCH

Type

D—Multiple disk.
dp—Double plate.
O—Plate in oil.
P—Single plate.

ENGINE

Valve Arrangement

H—In head.
L—"L" head.
T—"T" head.

Camshaft Drive

C—Chain.
G—Gear.

Piston Material

A—Aluminum alloy.
B—Semi-steel.
C—Cast iron.
N—Nickel iron.
S—Aluminum alloy with strut.

Main Bearings

r—Rear main bearing.

Oiling System

CC—Pressure to main, connecting rod and camshaft bearings.
FP—Pressure to main, connecting rod, camshaft bearings and piston pins.
PC—Pressure to mains and connecting rod bearings.
PG—Pump, gravity and splash.
PS—Pressure with splash.
SP—Circulating with splash.

FRAME

Type

I—"I" Beam.
C—Channel.
T—Channel tapered front and rear.
L—Channel reinforced with liner.
B—Channel reinforced with both liner and fishplate.
P—Channel reinforced with plate.
TL—Channel tapered front and rear reinforced with liner.

FUEL SYSTEM

Fuel Feed

E—Electric pump.
G—Gravity.
M—Mechanical pump
P—Pressure.
V—Vacuum.

REAR AXLE

Final Drive and Type

B—Bevel.
D—Dead.
F—Full-floating.
H—Hypoid.
I—Internal Gear.
2—Double Reduction.
R—Relay—Pendulum Drive.
S—Spiral bevel.
W—Worm.
w/2—Worm or Double Reduction Optional.
½—Semi-floating.
¾—Three-quarter floating.

Drive and Torque

A—Radius Rods and Torque Arm.
H—Hotchkiss. (springs)
R—Radius Rods.
T—Torque Arm.
U—Torque Tube.

SPRINGS

Auxiliary Type

½—Semi-elliptic above or below main springs.
¼—Quarter elliptic.
C—Coil spring.
N—No.
O—Optional.

TIRES

B—Balloon.
DB—Dual Balloons.
P—High Pressure Pneumatics.
DP—Dual High Pressure Pneumatics.
S—Solids.
DS—Dual Solids.
c—Pneumatics at extra cost.

TRANSMISSION

Location

A—Amidships.
J—Unit with jackshaft.
U—Unit with engine.
No—Not furnished.
Op—Optional.

Auxiliary Location

No—Not furnished.
Op—Optional at extra cost.
A—Amidships.
R—Rear of amidships main transmission.
U—Unit with engine.

WHEELS DRIVEN

2C—Center pair of rear wheels.
2R—Rear pair of rear wheels.
4F—Front and center pair of rear wheels.
4R—Four rear wheels.
6—Six wheels